

Aerodromes to be listed in Asia Pacific Air Navigation Plan [Updated on 27 June 2025]

S. No	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
1	SA	Afghanistan	OHR	Herat	Herat Intl	UNK	0
2	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif	UNK	0
3	NA	China	RCYU	Hualien	Hualien	UNK	0
4	NA	China	RCMQ	Taichung	Cingcyuangang	UNK	0
5	NA	China	RCNN	Tainan	Tainan	UNK	0
6	SA	India	VICG	Chandigarh		UNK	0
7	SA	India	VOGO	Goa	Dabolim	UNK	0
8	SA	India	VEGK	Gorakhpur	Mahayogi Gorakhnath	UNK	0
9	SA	India	VIDX	Hindan	Hindon	UNK	0
10	SA	India	VOHY	Hyderabad	Hyderabad International Airport	UNK	0
11	SA	India	VIJO	Jodhpur	Jodhpur	UNK	0
12	SA	India	VEIM		Imphal Airport	UNK	0
13	SA	India	VOGA		Manohar International Airport, MOPA, GOA	UNK	0
14	SA	India	VOPB	Port Blair	Veer Savarkar Intl	UNK	0
15	SA	India	VAPO	Pune	Jagadguru Sant Tukaram Maharaj	UNK	0
16	SA	India	VISR	Srinagar	Srinagar	UNK	0
17	SA	India	VOTP		Tirupati Airport	UNK	0
18	SA	India	VOVZ	Visakhapatan		UNK	0
19	NA	Japan	RJAH	Hyakuri		UNK	0
20	NA	Japan	RJNK	Komatsu		UNK	0
21	NA	Japan	RJOS	Tokushima		UNK	0
22	NA	Japan	RJOH	Yonago	Miho	UNK	0
23	PAC	Micronesia	PTSA	Kosrae I.	Kosrae	UNK	0
24	NA	Mongolia	ZMCD	Dornod	Choibalsan	UNK	0
25	PAC	N. Mariana Is.	PGWT	Tinian I.	West Tinian Tinian Intl	UNK	0
26	PAC	Solomon Islands	AGGM	Munda		UNK	0

S. No	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome	Type	APAC ANP
27	PAC	Vanuatu	NVWV	Tanna	Tanna	UNK	0
28	SEA	Viet Nam	VVTL	Da Lat	Lien Khuong	UNK	0

Australia: Need to finalize the Table AOP II -1, APAC ANP V-II.

US

- (1) Tinian I./West Tinian [PGWT] for N. Mariana Is. should be added in Table AOP I – 1 of APAC ANP V - I and Table AOP II – 1 of APAC ANP V - II.

INTERNATIONAL CIVIL AVIATION ORGANIZATION



GUIDANCE ON TRANSPOSITION OF ANNEX 14 ICAO SARPS

VERSION 1.0 – JULY 2025

Introductory Notes

This document was developed by the ICAO Asia/Pacific Aerodrome Design and Operations Task Force for reference by States in the APAC Regions to provide guidance on the transposition Annex 14 SARPs, including new SARPs and amendments thereto into national standards. When referring to this generic document, States are expected to customize the content in accordance with the States' legislations, regulations, and circumstances.

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Foreword:

The purpose of this document is to provide APAC States guidance on the transposition of Annex 14 SARPs into national regulatory requirements in order to maximise the safety performance of aerodrome operations given the limited human, financial and other resources available, on the basis of safety risks, and as per the State Safety Programme of the State concerned.

1 General

1.1 Introduction

- 1.1.1 Standards and Recommended Practices (SARPs) are technical specifications adopted by the Council of ICAO in accordance with Article 37 of the Convention on International Civil Aviation, also known as the Chicago Convention, in order to achieve "the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation".
- 1.1.2 SARPs are published by ICAO in the form of Annexes to The Chicago Convention. SARPs do not have the same legal binding force as the Convention itself because Annexes are not international treaties. Moreover, Article 37 of the Convention stipulates that each Contracting State "undertake to collaborate in securing the highest possible degree of uniformity", not to "comply with". Each Contracting State may notify the ICAO Council of differences between SARPs and its own regulations and practices. Those differences are published in the form of Supplements to Annexes.
- 1.1.3 A Standard is defined by ICAO as "any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention".
- 1.1.4 A Recommended Practice is defined by ICAO as "any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation and to which Contracting States will endeavour to conform in accordance with the Convention".

1.2 Abbreviations

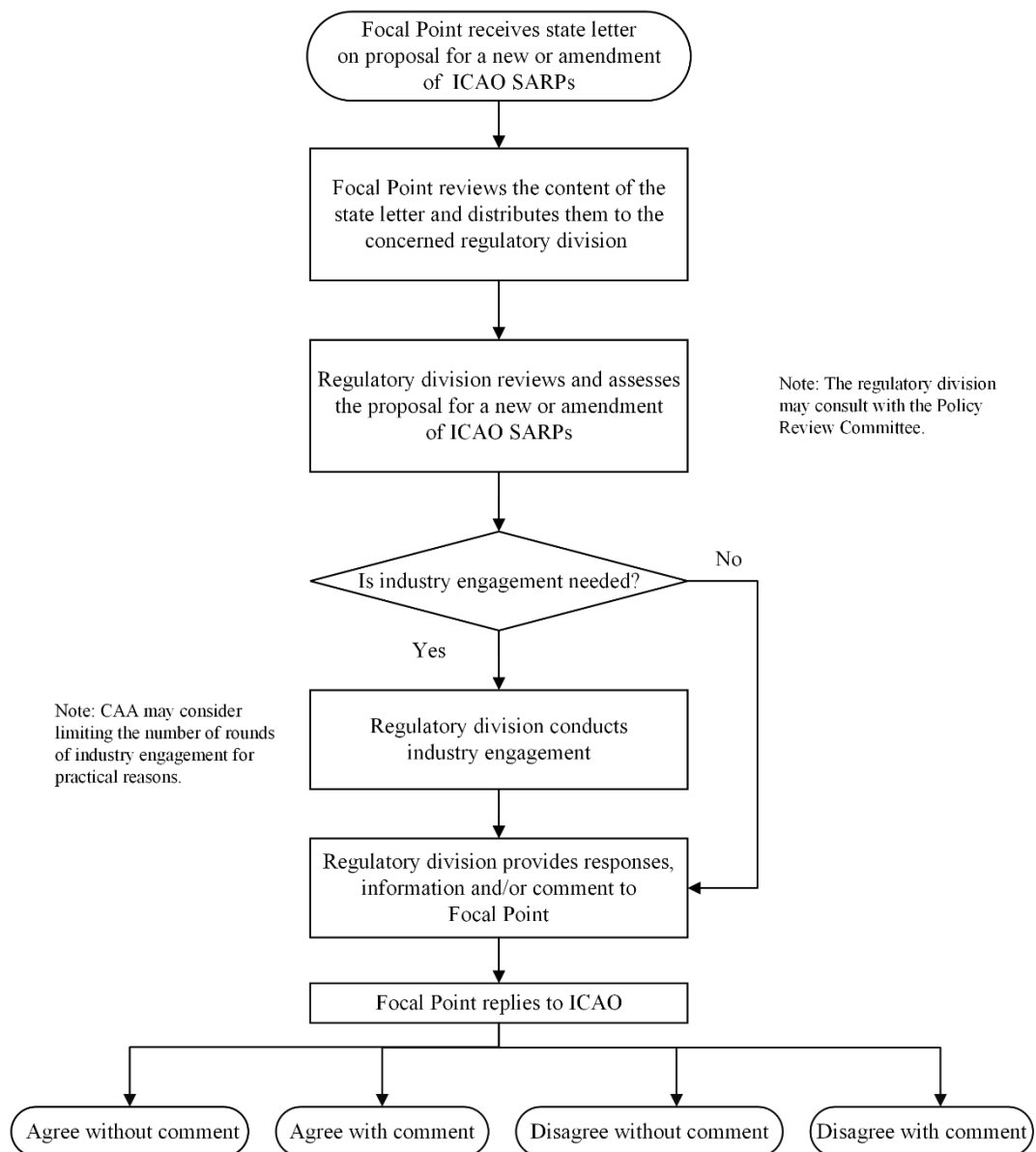
AGA	=	Aerodrome and Ground Aids
AIS	=	Aeronautical Information Services
APAC	=	The Asia and Pacific Regions of ICAO
CAA/DCA	=	Civil Aviation Authority/Department of Civil Aviation
CC	=	Compliance Checklist
CMA	=	Continuous Monitoring Approach
DGCA	=	Director General Department of Civil Aviation
EFOD	=	Electronic Filling of Differences
NPRM	=	Notice of Proposed Rule Making
OLF	=	Online Framework
QS	=	Quality and Standards Division
SARPs	=	Standards and Recommended Practices
USOAP	=	Universal Safety Oversight Audit Programme

2 Proposal for New or Amendment of ICAO SARPs

2.1 Introduction

- 2.1.1 ICAO establishes Standards and Recommended Practices (SARPs) to ensure the safety, security, efficiency, and environmental sustainability of international civil aviation.
- 2.1.2 The adoption of new SARPs or amendments to existing SARPs is crucial for maintaining global aviation safety and regulatory harmonization.
- 2.1.3 This document aims to provide guidance to States and relevant stakeholders on the process of adopting new SARPs or amending existing ones, ensuring effective implementation and compliance.
- 2.1.4 This procedure enables CAA/DCA to review the proposals for any new SARPs or an amendment to existing ICAO SARPs.
- 2.1.5 If the proposal for a new or amendment of ICAO SARPs is in the opinion of the regulatory division to be routine in nature, then the regulatory division with the concurrence of Policy Review Committee can decide to adopt those ICAO SARPs without the need for further industry engagement to eliminate unnecessary delay in the process.
- 2.1.6 States should establish a procedure to consider a new or amendment of ICAO SARPs, stipulating the parties involved and the roles and responsibilities of each of these parties in the procedure. The following flow chart provided in section 2.2 is an example of such a procedure for reference.

2.2 Example Flow Chart for the Proposal for a New or Amendment of ICAO SARPs



3 Industry Engagement

3.1 Purpose

- 3.1.1 Industry engagement, i.e. engagement with service providers such as aerodrome operators, air navigation service providers, and air operators, is one of the key regulatory tools employed to improve transparency, efficiency, and effectiveness of regulation and improved accountability arrangements.
- 3.1.2 Industry engagement should be initiated as early as possible so that both States and its stakeholders could assess the feasibility, safety, and air navigation efficiency benefits, of adopting new SARPs or amending existing ones based on emerging safety, security, operational, or environmental considerations.

3.2 Guiding Principles for Industry Engagement

- 3.2.1 Genuine industry engagement involves actively seeking the opinions of the affected groups. Ideally, it is a two-way flow of information. However, in some cases it may need to be a one-stage process such as an urgent change to preserve the desired safety objective. One-way information flow may also be appropriate as part of a continuing dialogue. Prior to the industry engagement, the proposal for draft amendment of SARPs should be provided to them and subsequently an engagement session should be arranged.
- 3.2.2 Conducting an industry engagement to introduce any new or amendment of existing ICAO SARPs should take into consideration the following items:
 - a) Preliminary Assessment
 - Identification: States and its stakeholders should identify the need for adopting new SARPs or amending existing ones.
 - Impact Analysis: Conduct a comprehensive impact assessment to evaluate the potential effects of proposed SARPs on national regulations, infrastructure, operations, and resources.
 - b) Capacity Building
 - Needs Assessment: Evaluate the capacity and capability of relevant stakeholders to comply with and implement new SARPs or amendments.
 - Training Programs: Develop and provide training and capacity-building initiatives to enhance awareness, understanding, and proficiency in implementing the new requirements or changes to existing practice.
 - Technical Assistance: Collaborate with ICAO, regional organizations, and industry partners to facilitate capacity building efforts and provide technical assistance where needed.
 - c) Implementation Plan
 - Development: Develop a detailed implementation plan with clear timelines, responsibilities, and milestones for adopting and implementing new SARPs or amendments in consultation with stakeholders.
 - Monitoring Mechanism: Establish mechanisms for monitoring compliance and assessing the effectiveness of implementation measures.

- Audits and Reviews: Conduct regular audits, inspections, and reviews to ensure ongoing compliance with adopted SARPs and identify areas for improvement.

4 Adoption of a New or Amendment of ICAO SARPs

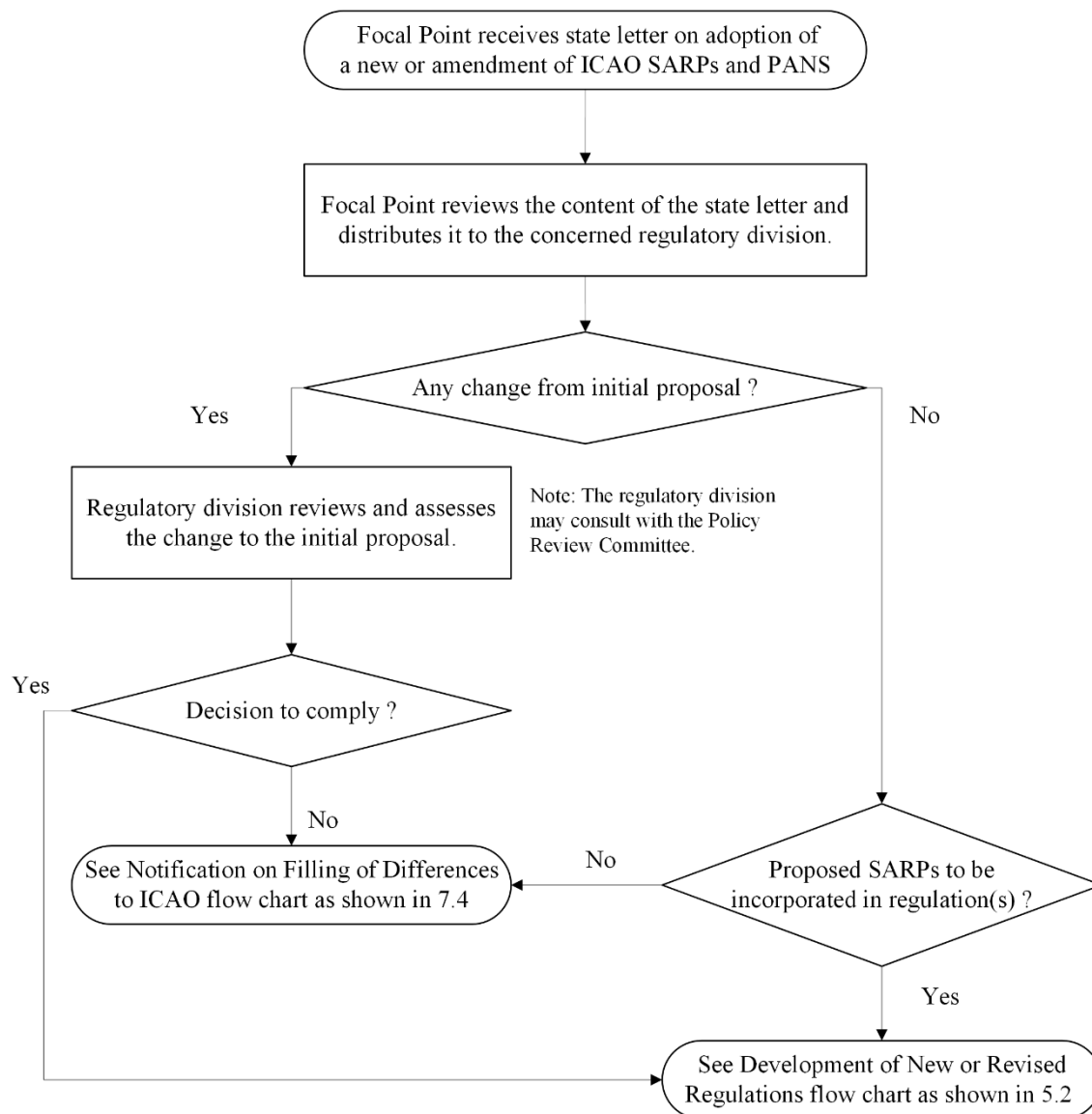
4.1 Introduction

- 4.1.1 Following the review process, this procedure enables the State to systematically evaluate the adoption of any new or amendment of existing ICAO SARPs. The promulgation of regulations to address, at a minimum, national requirements emanating from the primary aviation legislation, for standardized operational procedures, products, services, equipment, and infrastructures in conformity with the Annexes to the Convention on International Civil Aviation.

***Note:** After their review processes, Member States may elect to adopt Recommended Practices in their aviation legislation as if they were Standards.*

- 4.1.2 The State operating regulations should therefore conform with the Annexes to the Chicago Convention. Annexes contain SARPs which have been agreed upon by Member States. SARPs are designed to provide the minimum necessary and desirable requirements to be met by all Member States, regardless of the size and complexity of their civil aviation activity.
- 4.1.3 A procedure should be developed and implemented to ensure the timely amendment of the specific operating regulations, as necessary, in order to keep pace with the amendments to the Annexes to the Convention and ensure that the regulations are issued at the appropriate level. It also ensures that the overall legislation is consistent and, in particular, that regulations are repealed when replaced by new ones.
- 4.1.4 Appendix A is a collection of sample procedures on adoption of Annex 14 recommendation as National Standards, alternative acceptable means of compliance to SARPs, and regulatory guidance to aerodrome operators on Aeronautical Studies.
- 4.1.5 A sample process for the adoption of a new or amendment of ICAO SARPs is depicted in the flow chart shown in 4.2.

4.2 Example Flow Chart for the Adoption of a New or Amendment of ICAO SARPs

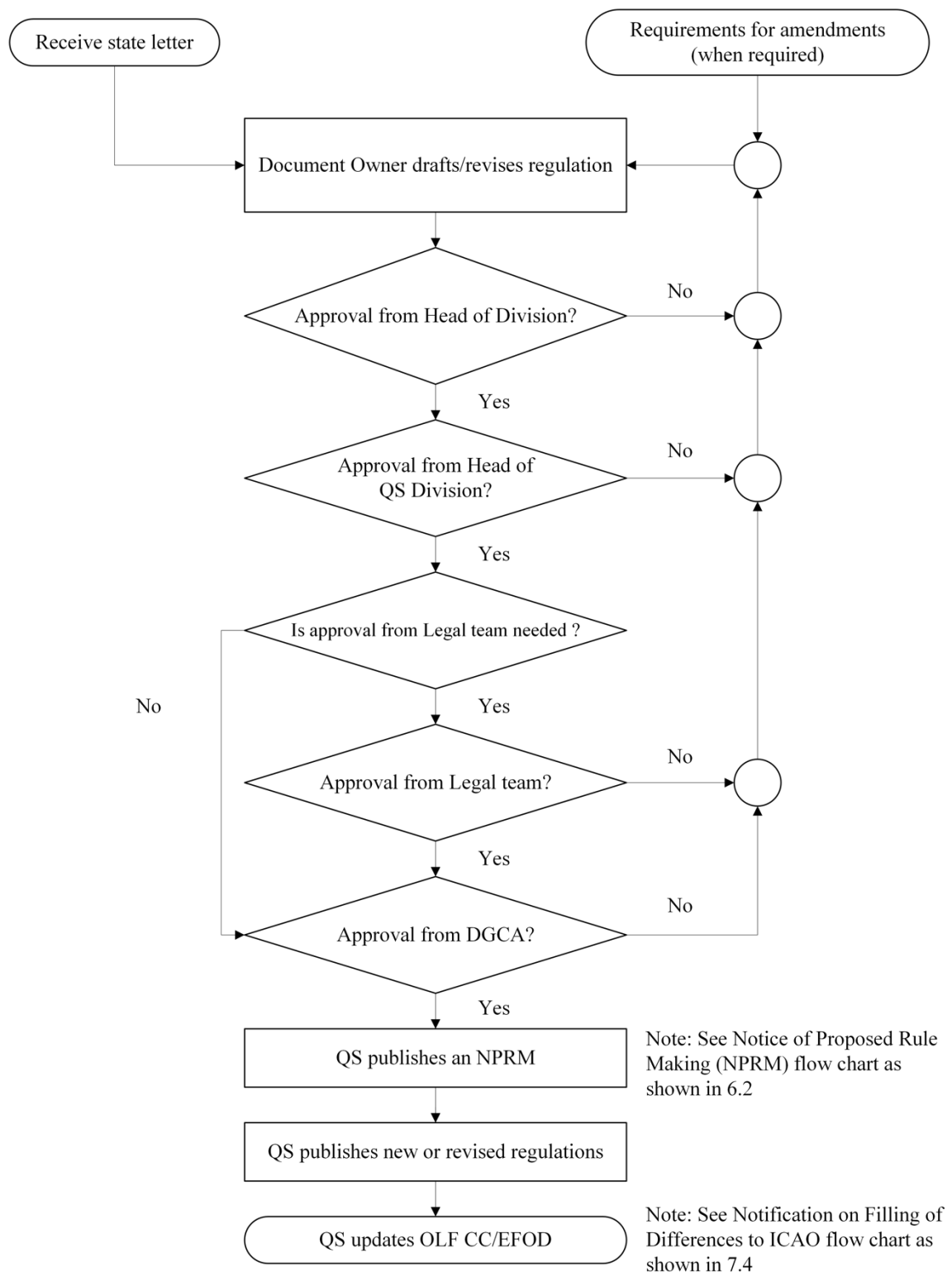


5 Development and Amendment of Regulations

5.1 Procedure for Development of a New Regulation or Amendment of the Existing One

- 5.1.1 The Document Owner from the respective regulatory divisions should draft the document and obtain approval from their respective Head of Division and then Head of QS Division before submitting the approved draft for legal vetting as applicable.
- 5.1.2 The QS Division will be supplied with the intended new or revision drafts in advance (at least two months) of the planned effective date.
- 5.1.3 After vetting by the legal team and upon the approval of the DGCA, QS Division should publish an NPRM.
- 5.1.4 A sample process for the development of new or revised regulations is depicted in the flow chart shown in 5.2.
- 5.1.5 Publishing of an NPRM for new or amended regulations as applicable should be in accordance with Chapter 6.

5.2 Example Flow Chart for Development of New or Revised Regulations

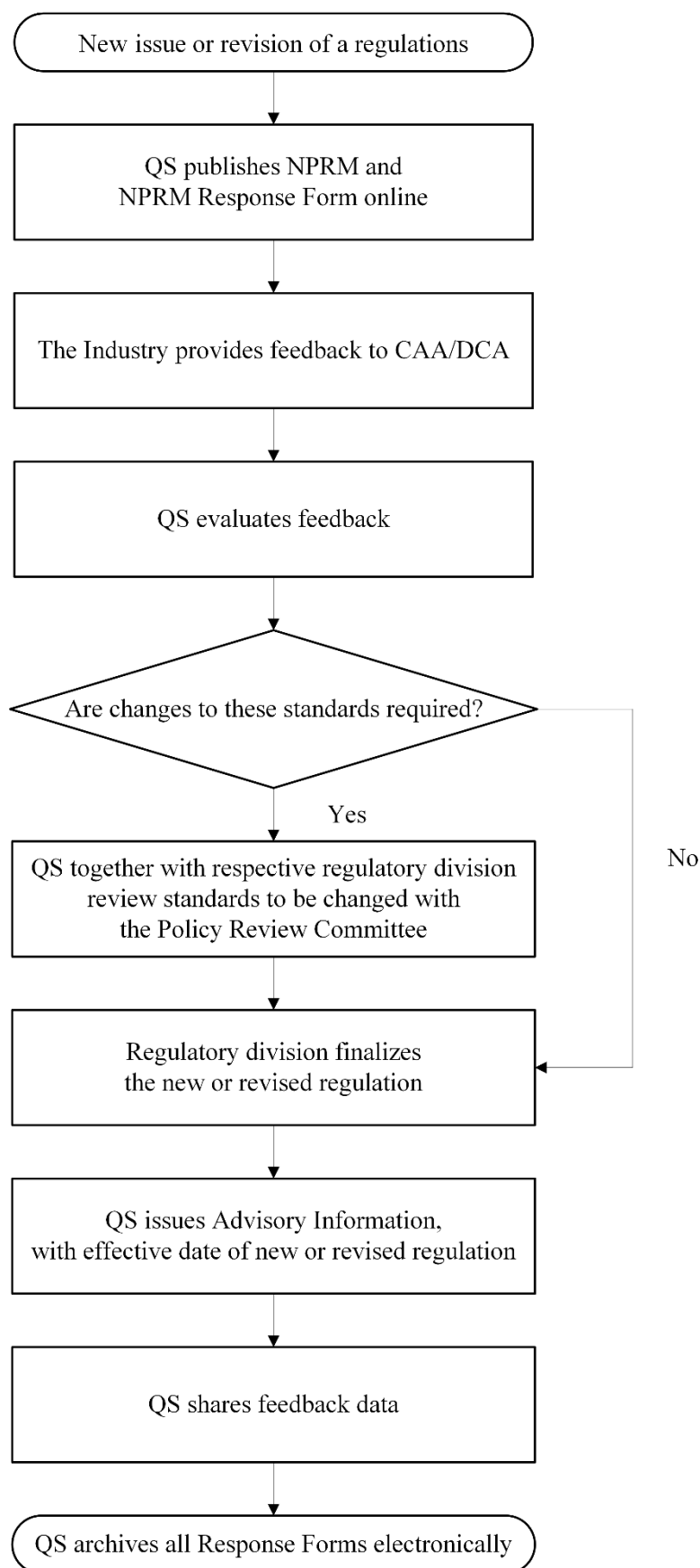


6 Notice of Proposed Rule Making (NPRM)

6.1 NPRM Process

- 6.1.1 An NPRM should be issued whenever a new issue or revision of a regulation is to be published. The draft regulation should be published, preferably online, for consultation as a “Notice of Proposed Rule Making” at least 3 months before the planned effective date of the new regulation.
- 6.1.2 The purpose of the NPRM is to consult with commercial, industrial, consumer, and other relevant bodies and organisations when developing or implementing new standards. It must contain the proposed changes to the standards in the new or revised regulations and the reason for such change.
- 6.1.3 The NPRM should contain an NPRM Response Form for the commercial, industrial, consumer, and other relevant bodies and organisations to provide feedback to CAA/DCA regarding the new standards. The NPRM Response Form can be submitted to CAA/DCA via the following methods:
- Online Forms (preferred method);
 - Email; or
 - Mail to CAA/DCA office.
- 6.1.4 The NPRM Response Form should have a cut-off date giving the operators reasonable time to assess the feasibility of the proposed ruling, e.g. 30 to 90 days prior to the effective date of the new standards, depending on the complexity of the proposal. After the cut-off date, the CAA/DCA will evaluate all the feedback received. A Policy Review Committee should be convened to review and determine if changes to these standards are required. The Policy Review Committee should for example consist of the head of CAA/DCA and relevant section chiefs, e.g. chiefs of aerodrome standards, quality, and legal.
- 6.1.5 After the review by the Policy Review Committee the CAA/DCA should issue a notification to stakeholders to confirm the Standards that will be applied (or changes to the initial proposed standards if any) and share details of the feedback received with the industry. This notice should clearly once again state the effective date of the new standards.
- 6.1.6 All NPRM Response Forms received by CAA/DCA should be archived electronically.

6.2 Example Flow Chart for NPRM Process



6.3 Sample of an NPRM

Civil Aviation Authority / Department of Civil Aviation Notice of Proposed Rule Making (NPRM)	
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Notice No: CAN <No.>/<Year>	Issuing Office: Civil Aviation Authority / Department of Civil Aviation Address
Issue Date: <DD/MM/YYYY>	
Effective Date: <DD/MM/YYYY> Expiry Date: <DD/MM/YYYY>	
Related Reg: <Regulation No.>	
Status: <New Issue or etc.>	

NOTICE OF PROPOSED RULE MAKING

1 Text

[illegible][illegible]

2 Text

[illegible]

(.....)

DGCA NAME

Director General Department of Civil Aviation
for Civil Aviation Authority / Department of Civil Aviation

<Date>

NPRM RESPONSE FORM

**PLEASE COMPLETE AND SUBMIT YOUR RESPONSE BY <DD/MM/YYYY> AND
RETURN IT BY THE FOLLOWING MEANS:**

ONLINE (*preferred method*):

Submit Online form: <*Form's hyperlink*>

or

Email attached form to <*Email address*>

MAIL to CAA/DCA Corporate Office Address:

*ATTN: Quality and Standards Division,
Civil Aviation Authority / Department of Civil Aviation,
Address*

DETAILS OF RESPONDER

Name:									
Organisation:									
Address:									
Phone Number:									
Involvement in the aviation industry (tick below):									
Commercial air transport carriers	☐	General Aviation	☐	Ground handling services	☐	Approved Training Organisations	☐	Air Traffic Control Services	☐
Maintenance Organisations	☐	Flying Clubs	☐	Aerodrome Operator					
Others (specify below) *									
*Details									

Would you like a response to your comments?

Yes ☐

No ☐

NPRM RESPONSE FORM (cont.)

3 Comments

3.1 After reading the Directive/Notice/Circular, are there specific issues that you wish to see addressed?

Please indicate by specifying the relevant Directive/Notice/Circular reference number, any change to that Directive/Notice/Circular you believe will add value to drafts, and a short explanation of your reason for proposing the change.

Directive/Notice/Circular Number	Reference	Proposed Changes	Explanation

Additional Comments

Thank you.

Your responses are very much appreciated by the CAA/DCA as it demonstrates a combined effort in ensuring the interests of the aviation community and consumers are met without compromising safety and the relevant standards of the aviation industry.

7 Notification on Filing of Differences to ICAO

7.1 Introduction

- 7.1.1 This chapter recommends a process for the identification and filing of differences to ICAO Annex.

7.2 Standards and Recommended Practices (SARPS)

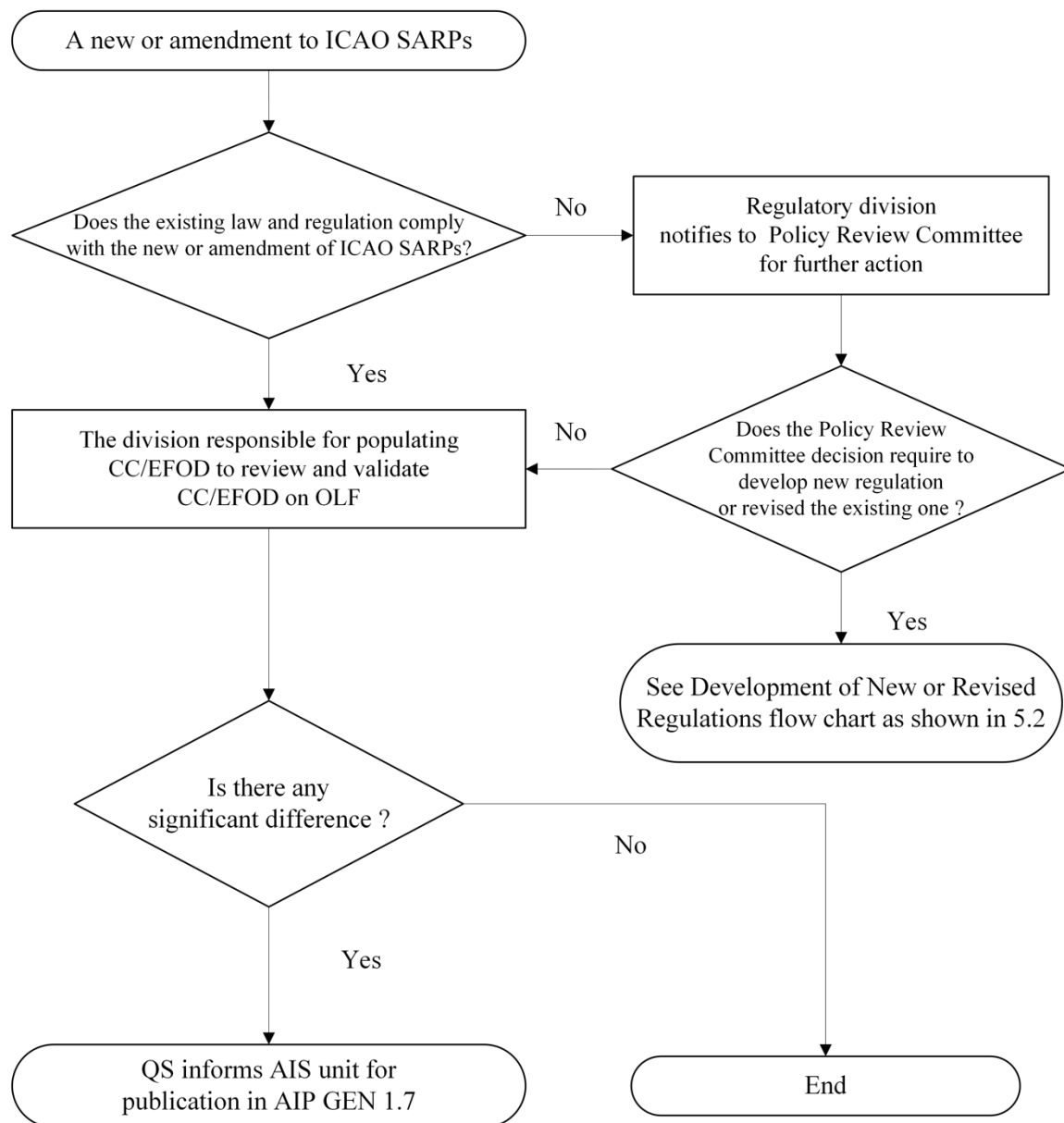
- 7.2.1 The uniform application by the Contracting States of the specifications contained in the international standards is recognised as necessary for the safety and efficiency of international air navigation.
- 7.2.2 Knowledge of any differences between the national regulations and those established by an international standard is essential to the safety and security of civil aviation, and the regularity or efficiency of international air navigation. In the event of non-compliance with an international standard, the State has an obligation to notify the ICAO of any differences.
- 7.2.3 Knowledge of differences from ICAO Recommended Practices may also be important for the safety of air navigation and, although the Chicago Convention does not impose any obligation with regard thereto, the States may notify such differences in addition to those relating to international standards.

7.3 Importance of Notifying Differences

- 7.3.1 The primary purpose of reporting differences is to promote safety, regularity, and efficiency of air navigation by ensuring that governmental and other agencies, including operators, concerned with international civil aviation are aware of all national rules and practices in so far as they differ from those prescribed in SARPs. Therefore, the lack of information on differences or non-compliance with SARPs creates uncertainty and jeopardises the safety and efficiency of air navigation.
- 7.3.2 State's decision to depart from an ICAO Standards, in the cases foreseen by Article 38 of the Chicago Convention, is an important decision with potential safety and efficiency consequences.
- 7.3.3 Promptly and accurately notifying differences helps management and subject matter experts closely monitor national regulations, in particular in how they compare to SARPs.
- 7.3.4 Dissemination of differences enhances transparency of safety information, consequently, facilitates State's decisions to accept or not accept other State's aircraft and operators, and complements USOAP continuous monitoring activities, safety ramp checks data, and other safety information at the disposal.
- 7.3.5 Incorrect notification of differences potentially misleads the international community, may cause safety issues, and result in undesirable operational situations, such as the grounding of aircraft.

- 7.3.6 The absence of notification of differences casts doubts as to the situation in the State, with potentially negative consequences in terms of recognition of certificates, and licenses, ramp inspections, and ultimately traffic rights.
- 7.3.7 The notification of differences is an important tenet of the Chicago Convention and contributes to ensuring the safe and orderly growth of international civil aviation around the world. It should therefore not be viewed as a penalty, but rather as a useful process in the best interest of all.
- 7.3.8 The Regulatory Division responsible for the individual Annexes should ensure all SARPs have been correctly and fully transposed into the appropriate national regulations. Any differences should be brought to the attention of Policy Review Committee for deliberation and further action. The division responsible for populating CC/EFOD concerning the respective Annexes should then review the transposition before validating it in the USOAP CMA OLF. Any significant differences should be notified to AIS for publication in AIP GEN 1.7.

7.4 Example Flow Chart for the Notification on Filing of Differences to ICAO



Appendix A: Guidance on the Adoption of ICAO Annex 14 Recommendations as National Standards

- A. States should adopt ICAO Annex 14 Recommended Practices as national standards based on potential benefits in enhancing aerodrome safety.
- B. The potential safety benefits should be determined based on safety risk assessments in consideration of:
 - a) Traffic density of the aerodrome;
 - b) Physical design of the aerodrome;
 - c) Climate under which the aerodrome operates;
 - d) Terrain around the aerodrome; and
 - e) Other relevant factors, such as ecological/environmental aspects etc.
- C. States should also consult with relevant stakeholders in the adoption of Annex 14 Recommendations. The consultation should cover:
 - a) Feasibility of the implementation of the Recommendation;
 - b) Cost of implementation, including initial investments and ongoing operating and maintenance costs;
 - c) Potential safety benefits in implementing the Recommendation concerned; and
 - d) A feasible and mutually accepted implementation timeframe.
- D. If the State(s) decided that the adoption of the Annex 14 Recommendation has a potential safety benefit; however, its implementation may create a significant cost burden to the aerodrome operator, State(s) should consider:
 - a) Developing a long-term policy and programme to support aerodrome operators in the implementation phase (e.g. US FAA Airport Improvement Programme <https://www.faa.gov/airports/aip>); or
 - b) The use of alternative acceptable means of compliance if the Recommendation is considered impracticable after study and consultation.

A-1: Examples of Process of Adopting Annex 14 Recommendations as National Standards

Example 1 – Courtesy of Thailand

- A. The Standards Development Division of the Aerodrome Standards Department (AGA) evaluates the content in the Annex 14 Standards and Recommended Practices (SARPs) in terms of its differences from/compliance with the existing laws and regulations and identifies all the regulatory changes required and understands their implications.
- B. The Standards Development Division (AD) initiates the draft regulation and plans on “what to be in the draft”.
- C. AD requests assistance from the Legal Department (LEG) in “how to draft”. LEG examines the request based on legal principles, existing regulatory measures, and prospective implications.
Note: A draft team may be formed consisting of legal officers, Standards Development Division officers of the Concerned Department, and the subject matter experts from within or outside CAAT.
- D. AGA publishes the draft regulation on the CAAT’s website and notifies the aerodrome operators and stakeholders for feedback and suggestion on the draft requirements.
- E. AGA together with LEG conducts a Stakeholder Engagement Meeting for further discussion and comments on the draft requirements.
Note: Stakeholder engagement can be organised by holding a face-to-face meeting, a focus group meeting or posting draft regulation in CAAT website etc.
- F. AD reviews the comments, feedback, and suggestions received. The appropriate comments, feedback, and suggestions will be incorporated in the final draft and submitted to the Director General through LEG for approval.
Note: The regulation, when signed, will enter into force on the date specified in the Regulation. The amendment will repeal, replace, or modify the existing regulation to the extent indicated in the amendment regulation.
- G. LEG will disseminate a signed regulation by posting on CAAT’s website except some regulations which have extensive impacts on people will be sent to the Government Gazette office in order to publish in the Government Gazette before posting on CAAT’s website.
- H. A signed regulation will also be disseminated to all concerned departments across CAAT through internal circulars and e-mail. In some cases, copies of regulation will be sent directly to the aerodrome operators as well as the relevant stakeholders by mail from the LEG or be distributed through a specific channel or method created by the concerned department in order to ensure their awareness and action required.
- I. The Requirement of the Civil Aviation Authority of Thailand on Aerodrome Standards was published in the government gazette for promulgation.
- J. The Standards Development Division published the Requirement of the Civil Aviation Authority of Thailand on Aerodrome Standards on the CAAT’s website and notified the aerodrome operators on the new regulation and action required from the aerodrome operators.

Example 2 – Courtesy of Australia

A. Background on Legislative structure

- a. Australia aligns its rules with International Civil Aviation organization (ICAO) standards and recommended practices.
- b. Two types of laws govern aviation safety in Australia:
 - i. Primary legislation, and
 - ii. Delegated legislation.
- c. In practice, Australia's aviation safety law operates within a 3-tier system consisting of:
 - i. **Acts:** Civil Aviation Act 1988 and Airspace Act 2007
 - ii. **Regulations:** Civil Aviation Regulations 1988, Civil Aviation Safety Regulations 1998 and Airspace Regulations 2007
 - iii. **Legislated instruments:** Including Manuals of Standards, Civil Aviation Orders and other legislative instruments.
- d. CASA also publishes guidance on delegated legislation.
- e. **Primary legislation** refers to laws passed by Parliament and includes the Act which empowers the regulation. Amendments to these Acts require several approvals from Cabinet, Houses of Parliament and assent from the Governor-General.
- f. **Regulations** refers to regulatory controls over civil aviation safety. They set out the required safety standards.
- g. **Legislated instruments** include technical details and requirements to complement the regulations. Manuals of Standards are commonly used for this purpose. Other legislated instruments may modify an instrument, such as the case for a specific approval or permission.

B. Process of Adopting Annex 14 Standards and Recommended Practices

- a. CASA adheres to Australian Government recommended practices and guides, including the [Regulator Performance Guide](#) recently published by the Department of Prime Minister and Cabinet.
- b. The following is the general overview of the process:
 - i. Initiation and planning
 - ii. Consultation
 - iii. Legal drafting
 - iv. Legislative approval.
- c. **Initiation and planning:** The trigger for a regulatory change may derive from various sources. CASA considers and will assess proposals before a project team is established under the leadership of a senior manager. The project team then conducts research, including in relation to lessons learned from previous rule change activities, and carries the proposal forward through the whole process.
- d. **Consultation:** For any change that is not minor or machinery in nature, CASA works cooperatively with the aviation community to maintain and enhance aviation safety.
- e. **Legal drafting:** The Office of Parliamentary Counsel (OPC) is a separate Australian Government agency that is responsible for drafting CASA regulations. CASA gives instructions to OPC on what to draft, once the policy is settled (and including after any consultation as discussed above). OPC ensures the legislation meets the government's standards for drafting Australian legislation and is legally effective.

- f. **Legislative approval:** The formal process to make a regulation, after it is drafted, includes:
- i. CASA executive approval of the regulation and its associated explanatory materials (the ‘regulation package’)
 - ii. approval of the regulation package by CASA’s portfolio department (the Department of Infrastructure, Transport, Regional Development and Communications)
 - iii. our Minister signs the regulation, indicating approval
 - iv. the regulation package is considered by the Australian Government Executive Council, at which the Governor-General signs the regulation to make it law
 - v. the department registers the regulation on the Federal Register of Legislation where it is published, at which point the law can enter into force
 - vi. we notify our staff and industry the regulations have been made
 - vii. the department tables the regulations in parliament where they are subject to a disallowance period
 - viii. if a Regulatory Impact Statement exists, it is also included in the package for scrutiny in parliament.
- g. **Implementation:** Effective regulatory change depends on both CASA and the affected sectors of industry being ready for the new rules. CASA considers implementation requirements early in the regulatory change process to ensure that enough time is available to achieve CASA and industry readiness, but also that stakeholders are appropriately consulted about what is needed to achieve readiness.
- h. A critical part of implementing regulatory change is an appropriate transitional arrangement, to facilitate a smooth move from the current to the new rules. Whilst CASA always make safety considerations in rule changes paramount, it is required to take into account ways to minimise burden both on industry and CASA. In some cases, CASA may provide additional time to meet certain new requirements.

C. Project closeout and review

- a. CASA then reviews the entire process from the initial planning to the implementation of regulations. This allows it to make any improvements in the future.

D. Example of consultation process

- a. CASA publishes its consultations through its website. A list of current and closed consultations can be accessed here: [Civil Aviation Safety Authority - Consultation Hub](#).
- b. Through the hub, stakeholders can comment on current (active) consultations by completing an online form related to the change proposal. If the online form is not suitable for use by the recipient, a word document of consultation details is provided and can be completed and submitted to a joint email address as an alternative.

- c. Below is a typical example of the type of questions that CASA asks during its consultations. In this case, a change was proposed to a clause within the Part 139 rules for aerodrome operators which concerned objects within the runway strip:

Do you agree the proposed amendment to subsection 6.21(3) of the Part 139 MOS, achieves the policy aim?

Radio buttons

- ☐ Agree
☐ Agree, but with changes (please specify suggested changes below)
☐ Disagree (please explain why and provide any alternative suggestions below)
☐ Undecided / Not my area of expertise

Comment

- d. Via their response, CASA can confirm if the stakeholder:
- Is fully supportive of the change,
 - Is supportive of the change in principle but would like a modification to the proposal, or
 - Is completely against the proposed change, or
 - Is not affected by the change via a 'non-applicability' or is undecided.
- e. There is also a free text field provided so CASA can capture additional information from the respondent.
- f. Stakeholders are also required to provide details of their organisation type so that they can be profiled against their industry demographic. For example, an aerodrome operator, a supporting technical consultant, an air traffic control service provider, an airline etc.
- g. After the consultation period has closed, CASA then analyses the responses before publishing a summary of consultation. Consultation summaries are provided as publicly available report(s) which highlights the key themes evident from the feedback provided, and to what degree the proposed change is supported or not. It may contain actual responses to the questions raised. Respondents however also have the option to keep their responses fully confidential if they choose.
- h. CASA will then finalise the policy for the proposed change, provide instructions for legislated drafts and will then facilitate the required approval(s) of the finalised legislation.

E. Publication of revised regulations or legislation

- Australian federal legislation is published on an official website, administered by the Attorney General's department. This example relates to the Civil Aviation Safety Regulations: [Federal Register of Legislation - Civil Aviation Safety Regulations 1998](#)
- Other subsidiary legislation, such as Manuals of Standards, are also accessible via the same site.
- Amendments to published legislation are typically accompanied by an explanatory statement and other supporting information.

- d. Further changes to legislation may occur following a Post Implementation Review or when otherwise required to amend the legislation. Further changes will follow the consultation process outlined above.

A-2: Examples of Alternative Acceptable Means of Compliance

- A. Aerodrome operators may propose an alternative acceptable means of compliance to National Aerodrome Standards that have been adopted/transposed from ICAO Annex 14 Recommendation(s) to achieve an equivalent level of safety based on outcomes of the safety risk assessment/aeronautical study.
 - Example 1 on Standard 5.4.3.17 on location of runway exit sign. Courtesy of Incheon airport ([download here](#))
 - Example 2 on Recommendation 3.2.1 on provision of runway shoulders. Courtesy of Bangalore Airport ([download here](#))
 - Example 3 on Recommendation 3.2.1 on provision of runway shoulders. Courtesy of Malaysia ([download here](#))

A-3: Examples of Regulatory Guidance to Aerodrome Operators on Aeronautical Studies

- Example 1 Courtesy of DGCA India ([download here](#))

Appendix B to the Report of AOP/SG/9

[illegible]

Aerodromes in APAC Region used for International Operations and yet to be certified

S. No	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome
1	SA	Afghanistan	OAHR	Herat	Herat Intl
2	SA	Afghanistan	OAKB	Kabul	Kabul Intl
3	SA	Afghanistan	OAKN	Kandahar	Kandahar Intl
4	SA	Afghanistan	OAMS	Mazar-e-Sharif	Mazar-e-Sharif
5	SEA	Brunei	WBSB	Brunei	Brunei Intl
6	NA	China	RCYU	Hualien	Hualien
7	NA	China	RCMQ	Taichung	Cingcyuangang
8	NA	China	RCNN	Tainan	Tainan
9	SA	India	VICG	Chandigarh	Shaheed Bhagat Singh Intl
10	SA	India	VOGO	Goa	Dabolim
11	SA	India	VEGK	GORAKHPUR	Mahayogi Gorakhnath
12	SA	India	VIDX	HINDAN	Hindon
13	SA	India	VIJO	JODHPUR	Jodhpur
14	SA	India	VOPB	Port Blair	Veer Savarkar Intl
15	SA	India	VAPO	Pune	Jagadguru Sant Tukaram Maharaj
16	SA	India	VISR	Srinagar	Srinagar
17	SA	India	VOVZ	VISAKHAPATAN	Visakhapatnam Intl
18	PAC	Kiribati	PLCH	Kiritimati	Christmas I.
19	PAC	Kiribati	NGTA	Tarawa	Bonriki Intl
20	SEA	Lao PDR	VLLB	Luangprabang	Luangprabang Intl
21	SEA	Lao PDR	VLSK	Kaisonphimvihan	Savannakhet Intl
22	SEA	Lao PDR	VLPS	Pakse	Pakse Intl
23	SEA	Malaysia	WMKD	Kuantan	Haji Ahmad Shah
24	PAC	Micronesia	PTPN	Pohnpei I.	Pohnpei Intl
25	PAC	Micronesia	PTKK	Weno I.	FM Chuuk Intl
26	PAC	Micronesia	PTYA	Yap I.	Yap Intl
27	PAC	Micronesia	PTSA	Kosrae I.	Kosrae
28	PAC	Nauru	ANYN	Nauru I.	Nauru intl
29	SEA	Thailand	VTSG	Krabi	
30	SEA	Timor Leste	WPDB	Suai	Commander-in-Chief of the FALINTIL – Kay Rala Xanana Gusmão Intl
31	PAC	Tuvalu	NGFU	Funafuti	Funafuti Intl

Airports with temporary aerodrome certificates

S. No	Sub-region	State / Admin	ICAO Code	Name of City	Name of Aerodrome
1	SEA	Philippines	RPVK	Kalibo, Aklan	Kalibo Intl [*]
2	SEA	Philippines	RPVP	Puerto Princesa City	Puerto Princesa Intl [*]
3	SEA	Philippines	RPSP	Panglao	Bohol-Panglao Intl [*]

* Airports granted with temporary aerodrome certificates

S. No.	State's USOAP EI in AGA Area			
	(Date: 25 March 2025)			
	Source: iSTARS 4.0, USOAP DATA TABLE			
	State	USOAP EI (In Per Cent)		Remark
1	Afghanistan	18.75	Less than or equal to 60%	02-16/12/2019, Documentation-base Audit
2	Australia	87.29	More than or equal to 75%	12-19/09/2023, Focus Audit
3	Bangladesh	64.22	More than 60% to less than 75%	19-27/09/2017, ICVM
4	Bhutan	78.10	More than or equal to 75%	7-16/08/2018, ICVM
5	Brunei	80.34	More than or equal to 75%	17/02-01/03/2007, CMA Audit
6	Cambodia	57.02	Less than or equal to 60%	10-21/12/2018, CMA Audit
7	China	94.57	More than or equal to 75%	16-30/04/2024, CMA Audit
8	Cook Islands		Less than or equal to 60%	Nil AGA Activity
9	DPR Korea	84.38	More than or equal to 75%	26/05-04/06/2008, CMA Audit
10	Fiji	76.15	More than or equal to 75%	27/08-04/09/2019, ICVM
11	India	92.68	More than or equal to 75%	09-16/11/2022, ICVM
12	Indonesia	69.23	More than 60% to less than 75%	10-18/10/2017, ICVM
13	Japan	92.24	More than or equal to 75%	14-23/06/2010, CMA Audit
14	Kiribati		Less than or equal to 60%	Nil USOAP Activity
15	Lao PDR	75.00	More than or equal to 75%	21-27/04/2015, ICVM
16	Malaysia	47.90	Less than or equal to 60%	29/09-30/10/2020, Off-site Validation Activity
17	Maldives	79.63	More than or equal to 75%	16-22/06/2014, ICVM
18	Marshall Islands	9.17	Less than or equal to 60%	25-28/05/2010, CMA Audit
19	Micronesia	0.92	Less than or equal to 60%	13-17/12/2010, CMA Audit
20	Mongolia	88.18	More than or equal to 75%	28/06-07/07/2010, CMA Audit
21	Myanmar	63.16	More than 60% to less than 75%	100-21/12/2018, CMA Audit
22	Nauru	5.71	Less than or equal to 60%	03-03/03/2008, CMA Audit
23	Nepal	67.74	More than 60% to less than 75%	13-25/04/2022, CMA Audit
24	New Zealand	80.17	More than or equal to 75%	05-15/12/2016, CMA Audit
25	Pakistan	80.16	More than or equal to 75%	05-12/06/2024, ICVM

26	Palau	7.34	Less than or equal to 60%	22-26/11/2010, CMA Audit
27	Papua New Guinea	57.60	Less than or equal to 60%	14-26/06/2023, CMA Audit
28	Philippines	45.87	Less than or equal to 60%	30/05/08/06/2017, ICVM
29	Rep. of Korea	98.26	More than or equal to 75%	13-22/05/2008, CMA Audit
30	Samoa	58.56	Less than or equal to 60%	11-16/02/2010, CMA Audit
31	Singapore	100.00	More than or equal to 75%	16-19/11/2021 Virtual ICVM
32	Solomon Islands	14.42	Less than or equal to 60%	27/03/2014, Off-site Validation Activity
33	Sri Lanka	91.67	More than or equal to 75%	25/10-04/11/2010, CMA Audit
34	Thailand	49.59	Less than or equal to 60%	14-21/05/2019, ICVM
35	Timor Leste	24.30	Less than or equal to 60%	07-10/12/2010, CMA Audit
36	Tonga	27.52	Less than or equal to 60%	18-27/11/2019, ICVM
37	Tuvalu		Less than or equal to 60%	Nil USOAP Activity
38	Vanuatu	21.82	Less than or equal to 60%	18-27/11/2019, ICVM
39	Viet Nam	83.85	More than or equal to 75%	15-27/05/2024, CMA Audit

Status of RST Establishment based on ICAO RST Survey and State's Response to ICAO APAC SL
Ref.: T 11/5.13.2 – AP111/24 (AGA) on 3 September 2024

States	Established	% <u>Established</u>	No info or <u>Not</u> <u>Established</u>	<u>Total</u>
Afghanistan	0	0%	4	4
American Samoa	0	0%	1	1
Australia	4	14%	24	28
Bangladesh	0	0%	3	3
Bhutan	1	50%	1	2
Brunei	0	0%	1	1
Cambodia	0	0%	3	3
China	88	95%	5	93
Cook Islands	0	0%	2	2
DPR Korea	0	0%	2	2
Fiji	1	50%	1	2
French Polynesia	0	0%	1	1
Guam	0	0%	1	1
Hong Kong, China	1	100%	0	1
India	20	47%	23	43
Indonesia	23	70%	10	33
Japan	0	0%	38	38
Kiribati	0	0%	2	2
Lao PDR	0	0%	4	4
Macao, China	1	100%	0	1
Malaysia	18	95%	1	19
Maldives	1	20%	4	5
Marshall Islands	0	0%	1	1
Micronesia	0	0%	4	4
Mongolia	1	33%	2	3
Myanmar	3	100%	0	3
Nauru	0	0%	1	1
Nepal	3	100%	0	3
New Caledonia	0	0%	1	1
New Zealand	3	43%	4	7
Niue	0	0%	1	1
N. Mariana Is.	0	0%	3	3
Pakistan	9	90%	1	10
Palau	0	0%	1	1

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Papua New Guinea	0	0%	1	1
Philippines	9	100%	0	9
Rep. of Korea	8	100%	0	8
Samoa	0	0%	2	2
Sinagpore	2	100%	0	2
Solomon Islands	0	0%	2	2
Sri Lanka	1	25%	3	4
Thailand	10	100%	0	10
Timor Leste	0	0%	2	2
Tonga	0	0%	2	2
Tuvalu	0	0%	1	1
Vanuatu	0	0%	3	3
Viet Nam	1	10%	9	10
Wallis et Futuma	0	0%	1	1
Total	208	54.17%	176	384

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

[Updated by AOP/SG/9 for Adoption by APANPIRG/36]

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Afghanistan</u>							
	Herat International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kabul International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kandahar International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Mazar-e-Sharif Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 12 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Bangladesh</u> Hazrat Shahjalal International Airport, Dhaka	Runway/ Taxiway	ICAO mission April 2009	Runway strip width insufficient (280m strip not available for the full length of runway);	runway strip in accordance with Annex 14, Volume I will be provided	CAABD	Runway strip width 280m available for the full length of runway (Mitigation measures for storm water drain on the western side strip, is being replaced with concrete hollow pipes into graded surface. Construction work has been completed for around 1000m out of the 3200m length of the runway and the total work will be completed by June 2025. No obstructions on graded area).	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020 11 March 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Brunei Darussalam</u>	Taxiway	ICAO Mission of April 2011	non provision of enhanced taxiway centre line marking in accordance with Para 5.2.8 of Annex 14, Volume I	Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted yellow and enhanced with black borders on each side.	Airport Operator (DCA Aerodrome Division)	Completed in Q4 2024	A
					<u>ICAO APAC Comments:</u> Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.			
	Brunei International Airport				Both Northern Parallel Taxiway and Southern Parallel Taxiway Centre line have been repainted with enhanced taxiway centre line marking with yellow and enhanced with black borders on each side in accordance with Para 5.2.8 of Annex 14, Volume I.			
					Note: Southern Parallel Twy has been closed since Q4 2024 until 1st Quarter 2026 due to upgrading under Pavement Rehabilitation Project Phase 2			

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				Objects on taxiway strips; vegetation on pavement joints and maintenance of joints	Obstacles on or near taxiway strips are relocated as per clearance for critical aircraft using the aerodrome. Vegetation on pavement joints have been removed and maintenance of joints on taxiway strips are carried out by contractors.	Airport Operator (DCA Aerodrome Division)	Completed in Q4 2024 ICAO APAC Comments: Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	A
		Apron		non provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I	Airfield signages have always been provided at BIA that follow ICAO standards and measurement. Recent replacement of old and faded labels have also been completed in 2018.	Airport Operator (DCA Aerodrome Division)	Replacement of non provision of ICAO compliant information signages to apron were completed in July 2024. ICAO APAC Comments: Evidence of corrective action taken provided by Brunei were not sufficient to close this deficiency.	A
		Rescue and Fire Fighting (RFF):		non provision of direct access for the rescue and fire fighting	Duly noted that there is no direct access for fire	Airport Operator (DCA)	4th Qtr. 2022 1 st Qtr. 2026	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
				vehicles from the fire station into the runway;	fighting vehicles to the runway at the moment, but one will be concluded within the second phase of the Airfield Pavement Rehabilitation Project. Direct access for the rescue and fire fighting vehicles from the fire station into the runway has been considered to be included within the Second Phase of the Airfield Pavement Rehabilitation Project under variation Order which is estimated to be completed by 1 st Qtr .2026	Aerodrome Division)		
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG Conclusion 18/1.	Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house committee and will cooperate with Regulatory Division	Airport Operator (DCA Aerodrome Division)	4th Qtr. 2021 4 th Qtr. 2025	B

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					Aerodrome Division headed by Head of Aerodrome to firstly establish an in-house small airport wildlife committee			
	Brunei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate. Currently airport is still developing its aerodrome manual and sms manual.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Airport operator is targeting Q4 2025 to possess an aerodrome certificate and certification publishment into AIP AD 1.5 should follow.	Airport Operator (DCA Aerodrome Division)	4 th Qtr. 2025	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 25 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>China</u>							
	Hualien Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Taichung Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Tainan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

[Updated by AOP/SG/9 for Adoption by APANPIRG/36]

Updated on 03/07/2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I para 5.3.4.19	FIJI Nadi International Airport RWY 02 CAT 1 Approach Lighting System (HIALS)	RWY 02 partially meets the CAT 1 Approach Lighting System requirement for cross bar placement at 150m, 450m, and 750m. The current setup of the RWY 02 Approach Lighting System is a 900m extended centerline with three (3) crossbars at 300m, 600m, & 900m.	03/07/25	RWY 02 is a Precision Approach Runway Category 1	The Aerodrome operator will install additional crossbar lights, to ensure compliance with specifications set forth for a CAT 1 Approach Lighting System prescribed in Annex 14. i.e. Additional crossbars will be installed at 150m, 450m & 750m and the crossbar at 900m will be removed.	Fiji Airports	30/12/2026	B

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

[Updated by AOP/SG/9 for Adoption by APANPIRG/36]

Updated on 25 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>India</u>							
	Mumbai International Airport	Runway	AGA mission January 2009	Runway strip is insufficient 300m strip width is not available for the full length of runway 09/27 in accordance with 3.4.3 of Annex 14, Volume I.	280m strip width for full length of runway 09/27 will be made available	MIAL	31 Dec 2026 Land acquisition in progress. MIAL has filed temporary exemption with DGCA for non-compliance. Due to presence of slum in beginning of RWY 09/27 south – RWY strip 280m not available.	A
	Chandigarh Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
	Goa Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
	Port Blair Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	Pune Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
	<u>India</u>							
Annex 14 Volume I	Srinagar Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14 Volume I	GORAKHPUR (VEGK)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
	HINDAN (VIDX)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Annex 14	JODHPUR (VIJO)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified. – Defence Aerodrome				A
Volume I	VISAKHAPATNAM (VOVZ)	Aerodrome Certification	25 June 2024	Aerodrome yet to be certified				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 June 2023

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Kiribati</u>							
	Christmas Island Airport, Kiritimati	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Issued with the Interim Certificate since the Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
	Bonriki International Airport, Tarawa	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	The Aerodrome Operator is not yet fully complied to the requirements	Airport Kiribati Authority	31 Dec 2023	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	The AIP will be amended to include this deficiency	Civil Aviation Authority of Kiribati (CAAK)	15 Oct 2023	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~11 July 2023~~ 10 June 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	Lao PDR Wattay International Airport	Taxiway	ICAO Mission of March 2011	Provision of stop bars at runway-holding position in accordance with Para 5.3.20 of ICAO Annex 14, Volume I	AOL request exemption to DCAL and proposed to install in Long Term Plan.	Airport of Laos (AOL)	DCA exempt of runway hold position lights in accordance to AOL and mention in the Certification.	A
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed Installation for all international airports, for Wattay International airport 4 signs are installed.	AOL	The signs are installed for all international airports and report to DCAL on 08 July 2022	A
		Wildlife Hazards:		Establishing a national bird control committee in accordance with APANPIRG conclusion 18/1.	DCAL to propose prime minister decree and establish national committee accordingly.	Department of Civil Aviation of Lao PDR (DCAL)	To be completed in 2024	B
	Luang Prabang International Airport	Taxiway		Provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I on new taxiways	Under consideration by Airports of Laos to purpose for support the budgets and installation	AOL	We have planned budgets and installation during 2021 to 2025	A
		Rescue and Fire Fighting (RFF):		Provision of road holding position sign at all road entrances to a runway;	Completed Installation for all international airports, for Luangprabang International airport 1 sign are installed.	AOL	The signs are installed for all international airports and report to DCAL on 08 July 2022	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
		Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2023 (on Process)	A
	Savannakhet International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2024	A
	Pakse International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.		DCAL and AOL	Aerodrome Certification will be completed in December 2024	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 17 July 2024 24 March 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Malaysia</u> Kuantan Haji Ahmad Shah Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	June 2025	A
	Labuan Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Coordination among Ministry of Transport, Ministry of Defense and Airport Operator are being conducted to get the aerodrome certified	Ministry of Transport and Ministry of Defense	Dec. 2024 Certified on 01 March 2025 [Resolved]	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Marshall Islands</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Micronesia</u> <u>(Federated</u> <u>States of)</u> Pohnpei International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	FM Chuuk International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Yap International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
	Kosrae Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.				A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~16 Dec. 2020~~ 17 April 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Nauru</u> Nauru International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Initiate the aerodrome certification process in accordance with ICAO Annex 14 requirements, including gap analysis, preparation of the Aerodrome Manual, stakeholder coordination, and on-site compliance inspection.	Nauru Civil Aviation Authority	Q4 2027(Subject to ICAO and Donor Support)	A
Annex 14 Volume I PANS-Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Update and publish the certification status of the aerodrome in AIP section AD 1.5 upon progress or completion of the certification process, as per PANS-AIM guidelines.	Nauru Civil Aviation Authority	Q4 2027(Subject to ICAO and Donor Support)	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I PANS- Aerodromes PANS-AIM	<u>Palau</u> AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.				A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Philippines</u> Kalibo International Airport, Akla	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 2 Jan. 2024 until 30 June 2024 Status of Aerodrome Certification as of 22 Feb. 2024 (As per CAAP Website) 1 Jan. 2025 to 30 June 2025	A
	Puerto Princesa International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 10 Dec. 2023 — 10 Jun. 2024 . Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website. 11 Dec. 2024 to 9 June 2025.	A
	Bohol-Panglao International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 30 Dec. 2023 — 29 Jun. 2024 . Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website. 30 Dec. 2024 to 29 June 2025.	A
	Diosdado Macapagal International Airport RPLC	Aerodrome Certification	6 March, 2023	Permanent aerodrome certificate yet to be issued.			Temporary Aerodrome Certificate issued with validity from 7 Jan. 2024 until 7 Jul. 2024 . Status of Aerodrome Certification as of 22 Feb. 2024 published in CAAP Website.	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
							Permanent Aerodrome Certificate issued on 22 January 2025. [Resolved]	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 16 Dec. 2020

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Mongolia</u> Buyant-Ukhaa Airport	Taxiway	ICAO Mission of July 2011	provision of runway hold position lights in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	The runway hold position lights will be provided in accordance with Para 5.3.19 of ICAO Annex 14, Volume I.	Civil Aviation Authority of Mongolia	The RWY hold position marking and mandatory signs were provided to avoid runway incursions on the maneuvering area. Because of the existing International scheduled flights will be transferred to new airport in 2020, the additional runway hold position lights are unrequired to install.	A
		Apron: Airfield signage		Provision of ICAO compliant signage in accordance with section 5.4 Annex 14, Volume I and to cut the vegetation in front of the signs.	The signage will be provided in accordance with section 5.4 Annex 14, Volume I. The vegetation in front of the signs will be cut	Civil Aviation Authority of Mongolia	The work on cutting the vegetation in front of the signs was completed in 2017 within the totally 119560 m ² area including, taxiway strip, glide path antenna and apron area, as per Aerodrome manual of, in scope of Aerodrome maintenance plan. [Note: Partially completed]	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 15 June 2021

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Myanmar</u> Yangon International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of RESA in accordance with Section 3.5 of Annex 14, Volume I requirements;	RESA will be provided	Yangon Aerodrome Company Limited	(Risk Assessment conducted by the operator submitted on 10 Aug 2018.) RESA for RWY 21 was completed on 15 Nov 2018. Revised date- 31 Dec 2021	A
		Bird Hazard		Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	Establish National Bird Committee	Department of Civil Aviation	Guideline for Wildlife Hazard Management at Aerodromes, DCA-GM-AGA 08 has been developed and published on 29 Oct 2018) Revised date- 30 Nov 2021	B

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 20 June 2024 28 May 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Nepal</u> Tribhuvan International Airport	Runway/ taxiways	ICAO Mission of February 2008	Insufficient runway strip, refer recommendations given in section 3.4 of Annex 14, Volume I.	Provide runway strip as per ICAO recommendations	Air Transport Capacity Enhancement Project (ATCEP) under Civil Aviation Authority of Nepal	Construction works are in progress to improve and provide airside infrastructures in accordance with Ultimate Master Plan of Tribhuvan International Airport, which will provide sufficient runway strip with target complete implementation of the plan by 2026. - As per section 3.4 length of runway strips (60 m) before the threshold and beyond the end of the runway is already provided. - The runway is oriented approximately North-South (02-20) direction in the airport. As per recommendations given in section 3.4, the 140 m width of runway strip throughout the runway length on the West side of runway centerline will be available with the completion of ongoing parallel taxiway extension and international apron	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

							expansion works by 2026. • The 140 m width of runway strip on the East side of runway centerline for northern 1340 m length of the runway will also be available with the completion of ongoing hangar area development works by 2026. • Width of runway strip on the East side of runway centerline for remaining 1740 m length of the runway towards the South will be provided by 2030.	
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AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~27 March 2024~~ 16 May 2025

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Samoa</u> Faleolo International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	A 2013 Rule Exemption based on a comprehensive aeronautical study supports the 150 m runway strip width and the State has therefore accepted the lesser width. The recent changes to ICAO Annex 14 and NZ CAR Part 139 denote that the Faleolo Airport runway strip width meets the requirements for a non-precision instrument approach runway at 150 m overall width.	Civil Aviation Authority Samoa	Complete <u>ICAO APAC Comments:</u> Still non-compliance with Annex 14 Requirements.	A
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2	Faleolo International Airport upgraded its pavement for movement area in 2019 where a PAVER (software) training was conducted for the aerodrome operator personnel on the need to have a pavement maintenance plan.	Aerodrome Operator	December 2026	U

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Solomon Islands</u> Honiara International Airport/Hender son Field	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip				A
		RESA		RESA at both ends of runway not provided				U
		Aerodrome Pavements		Lack of maintenance of aerodrome pavements in accordance with Annex 14, 10.2				U

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 15 June 2022

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Sri Lanka</u> Bandaranaike International Airport	Runway/ Taxiway	ICAO mission April 2010	Provision of 280m strip width for the full length of precision approach CAT I runway in accordance with the standard 3.4.3, Annex 14, Volume I; remove obstacles from runway strip; flush the strip with the adjacent runway shoulder.	runway strip in accordance with Annex 14, Volume I will be provided, obstacles from strip will be removed and flush strip with adjacent runway shoulder.	CAASL	Statistical analysis submitted by AASL has been accepted in 2021. Request made to submit the improved risk assessment with necessary amendments within 2022.	A
				Establishment of a national bird committee in accordance with APANPIRG Conclusion 18/1.	National Bird Committee will be established.		A meeting to be held with all stakeholders to establish the Committee and to ratify the TOR by end of September 2022.	

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on ~~24 March 2025~~ **30 May 2025**

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14, Volume I	<u>Thailand</u> Phuket International Airport	Runway	AGA mission of July 2009	RESA to satisfy Section 3.5 of Annex 14, Volume I requirements.	RESA will be provided at the end of both RWY09 and RWY27 to satisfy Section 3.5 of Annex 14, Volume I requirements. Remark: - Dimension of RESA RWY09 is 150x190 m. - Dimension of RESA RWY27 is 150x120 m.	Airports of Thailand Public Company Limited	The construction is expected to be completed in 2024 Jul 2025 . Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 81.23% 84% .	U
				Runway strip width insufficient (280m runway strip for precision approach runways in accordance with Para 3.4.3 of Annex 14, Volume I.	300m runway strip width will be made available. Except 111.4m length at the beginning of RWY09 (60m strip length before RWY09 threshold plus 51.4m length beyond the threshold), the runway strip width will be extended 150m on the right		The construction is expected to be completed in 2024 Jul 2025 . Airports of Thailand Public Company Limited already has had the contractor for this construction's project and the safety assurance and project management documentation has been approved by the Civil	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
					side of RWY09 centre line and 90.27m on the left side of the runway centre line (due to the marsh near the runway).		Aviation Authority of Thailand to ensure that the aerodrome can continue to operate safely during the project. Currently, the construction progress is 81.23% 84%.	
	Krabi Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024 15 September 2025	A
	Surat Thani Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Certify the aerodrome in accordance with aerodrome certification requirements	The Civil Aviation Authority of Thailand and Department of Airports	31 December 2024 Certified on 28 December 2025 [Resolved]	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 17 June 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Timor-Leste</u>	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	To be certify for its designed category (3C) the significant safety issue relating to AD strip (local houses and habitants must be relocated!) should be resolved.	Gov. TL and ANATL as AD operator	Estimated date: 31 December 2024	A
	Commander-in- Chief of the FALINTIL – Kay Rala Xanana Gusmão International Airport, Suai				• There is ongoing process of reallocation of the houses and habitants within the AD strip; • There is a process of the establishment of the manuals, SOPs, various Airport committees (ASC- RSCA, ERC) • Currently AD is occasionally in use for domestic general aviation and helicopters only.			

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 27 March 2024

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Tonga</u> Fua'amotu International Airport	Runway Strip	ICAO Mission of Oct. 2015	Insufficient Runway Strip	1. File of difference to ICAO Annex 14 Volume I 3.4.4 through CMA-OLF and the publication of significant difference in the AIP Tonga - CAR 139.C.2.2 details that the strip width for aerodrome reference code number 4, non-precision runway must extend laterally on each side of the centre line of the runway and its extended centre line throughout the length of the strip to the minimum distance of 75m. 2. Provide 240m runway strip width at Fuaámotu International Airport.	CAD Office	1. 28 December 2023 2. 31 December 2030	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

Updated on 1 Nov. 2022

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date of completion	Priority for action**
Annex 14 Volume I	<u>Tuvalu</u> Funafuti International Airport	Aerodrome Certification	Effective from 1 Jan 2021	Aerodrome yet to be certified.	Aerodrome yet to be certified.		Part 139 Aerodrome Certification in progress for 2023	A
Annex 14 Volume I PANS- Aerodromes PANS-AIM	AIP	Status of Certification of Aerodromes in AIP	Effective from 1 Jan 2021	Status of certification of aerodromes yet to be published in AIP AD 1.5.	Status of certification of aerodromes yet to be published in AIP AD 1.5.		Update Tuvalu AIP Info	A

AIR NAVIGATION DEFICIENCIES IN AOP FIELD IN THE ASIA/PACIFIC REGION

* Priority for action to remedy the shortcoming is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions. Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety. Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency. Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.



APANPIRG
AERODROMES OPERATIONS AND PLANNING SUB-GROUP (AOP/SG)

LIST OF AOP FOCAL POINTS [Updated on 4 July 2025]

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
1.	AFGHANISTAN			
	1.	Engineer Najibullah	Head of Aerodrome Standardization Afghanistan Civil Aviation Authority	– najib0107@gmail.com ;
2.	AUSTRALIA			
	2.	Mr. Rodney Evans	ARFF Standards Lead Airservices Australia Eastern Avenue Bilinga Coolangatta Airport PO Box 300 Coolangatta QLD 4225	Tel: +61 7 5599 5909 Fax: +61 7 5590 2718 Rodney.Evans@airservicesaustralia.com ;
3.	BHUTAN			
	3.	Mr. Sangay Wangdi	Head of Aerodrome Bhutan Civil Aviation Authority Paro International Airport, Paro, Bhutan	Tel: +975-8-271 911 Mob: +975-17119277 Fax: +975-8-271 909 swangdi@bcaa.gov.bt ;
4.	BRUNEI DARUSSALAM			
	4.	Mr. Mohamad Fauzi bin Mohamad Sidek	Acting Deputy Director (Regulator) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 816 8909 ddca.regulatory@dca.gov.bn ;
	5.	Mr. Pg Rasman bin Pg Sulaiman	Aerodrome Inspector Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 885 4714 rasman.sulaiman@dca.gov.bn ;
	6.	Ms. Norhidayah Haji Ismail	Air Traffic Control Officer (ANS Inspector) Department of Civil Aviation Brunei Darussalam	Tel: +673 233 0142 Mob: +673 883 4614 norhidayah.ismail@dca.gov.bn ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
5.	CAMBODIA			
	7.	Mr. Cheav Vin	Director (Chief Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 12 96 88 76 vincheav@gmail.com ;
	8.	Mr. Eng Samreth	Deputy Director (Senior Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 98 628 811 engsamreth@gmail.com ;
	9.	Mr. Sok Sithpisey	Chief Bureau (Aerodrome Inspector) of Department of Airport Standards and Safety, State Secretariat of Civil Aviation #44, Phnom Penh International Airport, Russian Blvd., Phnom Penh	Tel: +855 23 890 198 Mob: +855 17 800 297 soksithpisey@gmail.com ;
6.	CHINA			
	10.	Mr. Ma Zhigang	Deputy Director General Department of Airport Civil Aviation Administration of China (CAAC) No.155 Dongsi Xidajie, Dong Cheng Dist., Beijing	Tel: +8610 64091804 Fax: +8610 64019967 zhg_ma@caac.gov.cn ;
	11.	Ms. Lyu Qing	Deputy Assistant Division Chief Civil Aviation Administration of China No. 155, Dongsi Xidajie, Beijing 100710	Tel: +8610 6409 2804 lvqing@caac.gov.cn ;
	12.	Mr. Liang Shixin	Intermediate Engineer CAAC General Station of Quality Supervision of Specialized Engineering No. 6 Yutong East St., Chaoyang Dist., Beijing,	Tel: +86 18801 297577 liangshixin@caac.gov.cn ;

LIST OF AOP FOCAL POINTS

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	13.	Mr. Guo Jingcheng	Deputy Consultant Airport Division, Civil Aviation Administration of China (CAAC), Beijing, China	Tel: +86 010-64092854 guojingcheng@caac.gov.cn ;
	14.	Mr. Yu Yali	Department of Airport Civil Aviation Administration of China	– yl_yu@caac.gov.cn ;
HONG KONG CHINA				
	15.	Mr. Samuel NG	Assistant Director-General of Civil Aviation (Airport Standards), Civil Aviation Department Civil Aviation Department Headquarters 1 Tung Fai Road, Hong Kong Int'l Airport, Lantau, Hong Kong China	Tel: +852-2910 6010 Fax: +852-2795 8469 sng@cad.gov.hk ;
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	19.	Mr. LAM Tat Ming (Taft)	Director of Airport Infrastructure & Air Navigation Civil Aviation Authority, Macao, China	Tel: +853 2851 1213 +853 8796 4120 Fax: +853 2833 8089 taftlam@aacm.gov.mo ;
7.	COOK ISLANDS			
	20.	Mr. John Hosking	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +682 28810 john.hosking@cookislands.gov.ck ;
	21.	Mr. Dennis Hoskin	Ministry of Transport PO Box 61 Avarua, Rarotonga, Cook Islands	Tel: +682 28810 dennis.hoskin@cookislands.gov.ck ;

LIST OF AOP FOCAL POINTS

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	22.	Mr. Rim Chong Il	Deputy Director of Aerodrome Department General Administration of Civil Aviation DPR of Korea	Tel: +8502 18111 Ext. 8108 Fax: +8502 3814410 Ext. 4625 gaca@silibank.net.kp ;
9.	FIJI (1)			
	23.	Mr. Ratu Maibulu Q. Laliqavoka	Technical Officer Aerodromes, Ground Safety Department Civil Aviation Authority of Fiji Private Mail Bag NAP 0354, Nadi International Airport, Nadi	Tel: +679 672 1555 Mob: +679 992 8949 maibulu.laliqavoka@caaf.org.fj ; ;
10.	INDIA			
	24.	Mr. Dinesh Chand Sharma	Joint Director General of Civil Aviation Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., New Delhi 110003	Tel: +91 11 2465 3883 dcsharma.dgca@nic.in ;
	25.	Mr. Amit Srivastava	Deputy Director of Operations Directorate General of Civil Aviation Aerodrome Standards Directorate, DGCA Hqrs., Opp. Safdarjung Airport, New Delhi 110003	Tel: +91 11 2462 2495 amits.dgca@nic.in ;
11.	INDONESIA			
	26.	Ms. Ade Trisetoyo	Aerodrome Inspector Directorate of Airport - Airport Standardization Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661 adeth_rossi@yahoo.com ;

LIST OF AOP FOCAL POINTS

NAME		TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
	27.	Mr. Agung Wibowo Airport Inspector Directorate of Airport Directorate General Civil Aviation Sinath Tower, Jl. Silangit Blok B, Jakarta 10610	Tel: +62 822990 05421	agungwibowost@yahoo.com ;
	28.	Mr. Petrus Hery Tris Cahyono Airport Inspector, Directorate of Airport Directorate General Civil Aviation Sinath Tower, Silangit Blok B, Jakarta 10610	Tel: +62 81213992467	herytris07@gmail.com ;
	29.	Mr. Alexander Aerodrome Inspector Directorate General Civil Aviation Medan Merdeka Barat No. 8, Jakarta 10110	Tel: +62 350 6661	alex.dgca@gmail.com ;
12.	JAPAN			
	30.	Mr. AONO Takanari Director for Airport Operations Safety Planning and Coordination Airport Safety Office, Aviation Safety and Security Planning Division, Japan Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism	—	aono-t2ty@mlit.go.jp ;
	31.	Mr. HAYASHIDA Futoshi Chief Coordinator of Airport Safety Information Japan Civil Aviation Bureau 2-1-3 kasumigaseki, Chiyodaku, Tokyo100-8918	—	hayashida-f117f@mlit.go.jp ;
13.	KIRIBATI			
	32.	Mr. Tiamwa Teaiwa Civil Aviation Authority Ministry of Information, Communications, Transport and Tourism Development Tarawa, Kiribati	—	ans.ai@micttd.gov.ki ;

LIST OF AOP FOCAL POINTS

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14.	LAO PDR			
	33.	Mr. Sengsangouane Chanthavong	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2222 8823 ngouane2008@yahoo.com ;
	34.	Ms. Malaythong Phimmasone	Deputy Director of Aerodrome Safety and Standards Division, Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 5414 4354 malaythong@dcal.gov.la ; thong.dca@gmail.com ;
	35.	Mr. Komack Keochampa	Officer, Aerodrome Safety Inspector Department of Civil Aviation Ministry of Public Works and Transport	Tel: +85620 2223 9498 komack@dcal.gov.la ; okidkcp@gmail.com ;
15.	MALAYSIA			
	36.	Mr. Mahyuddin Bin Sajuri	Deputy Director, Aerodrome Standards Div. Civil Aviation Authority of Malaysia Block Podium, No. 27 Persiaran Perdana, Precint 4, 62618 Putrajaya	Tel: +603 8871 4042 mahyuddin@caam.gov.my ;
16.	MALDIVES			
	37.	Ms. Fathimath Ramiza	Director Air Navigation and Aerodrome Maldives Civil Aviation Authority Velaanaage, Ameer Ahmed Magu, Male' 20096	Tel: +960 334 2984 Fax: +960 332 3039 ramiza@caa.gov.mv ;
	38.	Ms. Aminath Shiznee	Senior Aerodrome Inspector Maldives Civil Aviation Authority, Velaanage, 11 th Floor, Ameer Ahmed Magu, Male' 20096	Tel: +960 3324983 Fax: +960 3323039 civav@caa.gov.mv ; shiznee@caa.gov.mv ;

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17.	MARSHALL ISLANDS			
	39.	Mr. Alice John	Principal AVSEC/FAL/AGA Inspector Directorate of Civil Aviation P.O. Box 1114, Majuro, Marshall Islands 96960	Tel: +011(692) 625 6179 Fax: +011(692) 625 6170 alcapelle@yahoo.com ; alcapelle68@gmail.com ;
18.	MICRONESIA (FEDERATED STATES OF)			
	40.	Mr. Ryan L. Donre	Airport Safety Inspector FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	— ryan.donre@tci.gov.fm ;
	41.	Mr. Glenn Harris	Assistant Secretary FSM Transportation, Communications & Infrastructure, Division of Civil Aviation	— glenn.harris@tci.gov.fm ;
19.	MONGOLIA			
	42.	Mr. Munkhbold Ganbold	Aerodrome inspector, Air Navigation Division Safety Regulation Department Civil Aviation Authority of Mongolia Buyant-Ukhua, Khan-Uul District, Ulaanbaatar	Tel: +976 11 285048 Mob: +976 11 88013779 munkhbold.g@mcaa.gov.mn ;
20.	MYANMAR			
	43.	Mr. Kyaw Soe	Director (Aerodrome Standards & Safety) Department of Civil Aviation Headquarters Building, Airport Road, Mingalardon Tsp., 11021, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000 kyawsoedca@gmail.com ;
	44.	Mr. Hla Phone Zaw	Deputy Director, Aerodrome Standards & Safety Division Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000 hpzdca28@gmail.com ;

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	46.	Mr. Tin Maung Thein	Deputy Director, Aerodrome Standards & Safety Division, Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	aktttaaviation@gmail.com ;
	47.	Mr. Tun Zaw	Executive Engineer, Aerodrome Standards & Safety Division, Department of Civil Aviation Headquarters Building, Yangon, Myanmar	Tel: +951 533002 +951 533013 Fax: +951 533000	tunzawdca@gmail.com ;
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	48.	Mr. Dominic Tabuna	Director, Civil Aviation Authority of Nauru 1 st Floor, Nauru International Airport, Yaren, Nauru	Tel: +674 557 3122 Mob: +674 557 3091	djtabuna@gmail.com ;
22.	NEPAL				
	49.	Mr. Deo Chandra Lal Karn	Director, Aerodrome Design and Operations Panel Wildlife Hazard Management Expert Group- Member Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 426 2324	d_karna@hotmail.com ;
	50.	Mr. Babu Ram Paudel	Director, Aerodrome Safety & Standards Department Civil Aviation Authority of Nepal Head Office, Babarmahal, Kathmandu	Tel: +977 1 448 5787 Mob: +98510 96733	paudelbabu@gmail.com ;
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24.	PAKISTAN			
	53.	Engr. Muhammad Asjad	Senior Assistant. Director, Aerodrome Standards Pakistan Civil Aviation Authority	– muhammad.asjad@caapakistan.com.pk ;
25.	PALAU			
	54.	Mr. Richard Alonz	Acting Administrator Palau National Aviation Administration Palau International Airport Compound P.O. Box 6051, Koror, Republic of Palau	– pnaa@palaunet.com ; palaudgca@gmail.com ; pnaa.safety@gmail.com ; richalonz4@gmail.com ;
26.	PAPUA NEW GUINEA			
	55.	Mr Percy Sukbat	Senior Aerodrome Inspector, Civil Aviation Safety Authority	Tel: +675 3027541 Mob: +70306849 psukbat@casapng.gov.pg ;
27.	PHILIPPINES			
	56.	Mr. Arnel F. Borlado	Department Manager III, Aerodromes Development and Management Service Civil Aviation Authority of the Philippines	Tel: +639162193221 arnelfb_67@yahoo.com ;
	57.	Mr. Erwin G. Jamero	Division Chief IV, Aerodromes and Air Navigation Safety Oversight Office Civil Aviation Authority of the Philippines	Tel: +632 944 2286 egjamero@gmail.com ;
28.	REPUBLIC OF KOREA			
	58.	Mr. Jaehong Jung	Assistant Director Ministry of Land Infrastructure & Transportation No.11 Doum 6ro, Sejong self-governing city	Tel: +82 44 201 4343 Fax: +82 44 201 5635 pans2021@korea.kr ;

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	60.	Ms. Tamara Michael Fuimaono	Operations Officer, Civil Aviation Division Ministry of Works, Transport and Infrastructure Private Bag, Apia, Samoa	Tel: +685 21 611 ext. 306 tamara.michael@mwti.gov.ws ;
	61.	Ms. Yvonne Tuioti Mariner-Viliamu	Director/ACEO Civil Aviation Civil Aviation Division Ministry of Works, Transport and Infrastructure Private Bag, Apia, SAMOA	Tel: +685 23565 direct or +685 21611 ext. 301 Mob: +685 7771463 yvonne.mariner@mwti.gov.ws ;
30.	SINGAPORE			
	62.	Mr. Benny Png	Senior Chief (Aerodrome) Civil Aviation Authority of Singapore	– Benny_PNG@caas.gov.sg ;
	63.	Ms. Joy Wang	Principal Manager (Aerodrome Regulation) Civil Aviation Authority of Singapore	– joy_wang@caas.gov.sg ;
31.	SOLOMON ISLANDS			
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	65.	Ms. Shereena Casseer	Director Aerodromes & Facilitation Civil Aviation Authority of Sri Lanka No. 152/1, Minuwangoda Road, Katunayake	Tel: +94112355800 daf@caa.lk ;

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33.	THAILAND			
	67.	Mr. Thittaya Sangathai	Head of Aerodrome Standards Division Civil Aviation Authority of Thailand 333/105 Laksi Plaza, Khampheng Phet 6 Rd. Talad Bangkhen, Laksi, Bangkok 10210	Tel: +66 2 568 8827 thittaya.s@caat.or.th ;
	68.	Ms. Angsana Panmongkon	Senior Public Aerodrome Standards Division Officer, Civil Aviation Authority of Thailand	Tel: +66 2 568 8827 angsana.r@caat.or.th ;
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	69.	Mr. Armando Da Silva	Civil Aviation Authority of Timor-Leste (AACTL) Ministry of Transports and Telecommunications Caicoli Dili, Timor-Leste	Tel: +670 78572600 asilva@aactl.gov.tl ;
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	70.	Mr. Sosaia Maáke	Assistant Secretary Technical Ministry of Infrastructure – Civil Aviation Division, (MOI/CAD) ByPass Rd.Fanga-o-Pilolevu/ Nukualofa/ Tonga	Tel: +676 28024 szmaake@gmail.com ;
36.	TUVALU			
	71.	Mr. Uinga Paelate	Director of Civil Aviation, Ministry for Communications and Transport Private Mail Bag, Funafuti, Tuvalu	– dca.tuvalu@gmail.com ;

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	76.	Ms. Naiany Karu	Assistant Director / Aerodromes Officer Civil Aviation Authority of Vanuatu Port Vila	– naiany.civav@vanuatu.com.vu ;
39.	VIET NAM			
	77.	Mr. Nguyen Duong	Deputy Director - Airport Management Dept., Civil Aviation Authority of Vietnam (CAAV) 119 Nguyen Son Str., Long Bien Dist., Ha Noi	Tel: +0913211115 nguyenduong@caa.gov.vn ;
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	80.	Mr. Ken Lau	Head Sustainability ACI Asia – Pacific & Middle East (Airports Council International) Hong Kong International Airport, Hong Kong	– ken@aci-asiapac.aero ;
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	82.	Mr. Sudhir Kumar Singh	Programme Coordinator, COSCAP-South East Asia Bangkok, Thailand	Tel: +6625378197 Fax: +880 2 8901498 sksingh@icao.int ;
	83.	Ms. Susan	COSCAP-NA Beijing 100600, P.R. China	Tel: +86-10-84001671 Fax: +86-10-84024554 sun.qun.susan@coscap-icao.org ;
42.	PACIFIC AVIATION SAFETY OFFICE			
	84.	Mr. Mike Haines	AGA Technical Advisor PASO	Tel: +64 27 240 8657 mhaines@paso.aero ;

Note:-

Representative of DCA, Niue (For reference and communication):
Mr. Bill McGregor
Director, Civil Aviation

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ASIA PACIFIC GENERIC GUIDANCE MATERIALS AND CUSTODIANS

Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials
in the area of Aerodromes and Ground Aids

[~~Second~~ ~~Third~~ Edition, ~~September 2024~~ ~~July 2025~~ approved by ~~AOP/SG/8~~ ~~AOP/SG/9~~]

1. INTRODUCTION

1.1 In accordance with the TORs and task lists of the various Working Groups and Task Forces of AOP/SG, a number of Generic Guidance Materials (GGMs) were developed by these Working Groups/Task Forces and approved by AOP/SG and APANPIRG. All Generic Guidance Materials are published on ICAO APAC Website at eDocuments Webpage under AGA heading for use/reference by States/Administrations and can be accessed using URL:
<https://www.icao.int/APAC/Pages/eDocs.aspx>.

1.2 The list of Asia/Pacific GGMs developed by various Working Groups and Task Forces and approved by AOP/SG and APANPIRG including the details of the Custodians is provided in **Attachments A to D**.

2. PROCEDURE

2.1 The Working Groups/Task Forces identify a custodian of the individual Asia/Pacific GGM from State(s)/ International Organization(s)/Industries with the responsibility to review and update the respective Asia/Pacific GGM(s) in coordination with ICAO APAC Office whenever it becomes necessary.

2.2 For periodic review and update of the Asia/Pacific GGMs in the area of AGA in future, the following process should be followed by the Custodians and the Secretariat:

- a) The Secretariat would inform to the respective custodian(s) of the Asia/Pacific GGM(s) once ICAO approved amendments to ICAO SARPs and PANS-Aerodromes (Doc 9981), revisions to Airport Services Manuals and other relevant ICAO documents that may necessitate the review and update of the GGM(s);
- b) The Secretariat/Custodian(s) exchange information about newly developed States/Industries good practices relevant to Asia/Pacific GGM(s) as soon as they become aware of their availability;
- c) The custodian of the respective GGM coordinates with the relevant subject matter experts of the respective Working Group/Task Force and the Secretariat to initiate the review of the GGM;
- d) Once the review and revision of the GGM is completed the custodian would present the revised GGM through the Working Paper at the respective WG/TF meeting for its endorsement with a draft conclusion for adoption by the AOP/SG; and
- e) After the adoption of the draft conclusion by the AOP/SG the revised GGM(s) should be uploaded by the Secretariat on the ICAO APAC Website on eDocuments Webpage under AGA heading.

Attachment A

List of GGMs developed by AP-AA/WG and approved by AOP/SG with details of the custodians

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for future review and updates)
1	Asia Pacific Regional Guidance on AIP – AD 1.5 Status of Certification of Aerodromes	Version 1.0, Dec 2020	Secretariat	Secretariat apac@icao.int pshakya@icao.int
2	Generic Aerodrome Certification Procedure	Version 1.0, Dec 2020	Thailand (lead) and Philippines	Thailand - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
3	Generic Procedures for Accepting Non-compliance in Aerodromes	Version 1.0, Dec 2020	Nepal (lead) and Malaysia	Nepal - Mr. Babu Ram Paudel paudelbabu@gmail.com
4	Generic Training Programme and Training Plan for Aerodrome Inspectors	Version 1.0, 2 July 2021	India	India - Mr. Amit Srivastava amits.dgca@nic.in
5	Generic Aerodrome Inspector Handbook	Version 2.0, 2023	Thailand (lead) and Bangladesh	Thailand - Mr. Teeravee Yongwattanajiaranon (Ling) teeravee.y@caat.or.th
6	Generic Aerodrome Manual	Version 1.0, 2 July 2021	India	India – Mr. Sudhir Singh sudhir_singh@hotmail.com and Mr. Amit Srivastava amits.dgca@nic.in
7	Generic Aerodrome Certification Specific Operating Regulations	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	Malaysia - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
8	Generic Organization Structure of the Aerodrome Regulatory Unit	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	Malaysia - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
9	Generic Surveillance Programme by	Version 1.0, 2 July 2021	Malaysia (lead), India and Nepal	Malaysia - Mr. Mahyuddin Bin Sajuri

	Aerodrome Operators			mahyuddin@caam.gov.my
10	Generic Surveillance Programme for Certified Aerodromes	Version 1.0, August 2022	Malaysia (lead), India and Nepal	Malaysia - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
11	ICAO Asia-Pacific Aerodrome Assistance Go-Team Methodology	March 2024	ACI	ACI - Mr. SL Wong sl@aci-asiapac.aero Ms. Badriyah Binti Noordin badriyah@aci-asiapac.aero ; ICAO Secretariat apac@icao.int
12	Asia-Pacific Generic Aerodrome Enforcement Policy and Procedures Manual	October 2023	Malaysia (Lead) and India	Malaysia - Mr. Mahyuddin Bin Sajuri mahyuddin@caam.gov.my
13	Asia-Pacific Generic Aerodrome Exemptions Policy and Procedures Manual	October 2023	Australia (Lead) and India	Mr. Darren Angelo darren.angelo@casa.gov.au ;
14	Asia-Pacific Generic Aerodrome SMS Evaluation Tool and Guidance	First Edition, September 2024	Thailand (Lead), Australia, and Maldives.	Thailand - Ms. Angsana Panmongkon angsana.r@caat.or.th
15	Asia/Pacific Guidance on Runway Classification	First Edition, July 2025	Thailand (Lead), India and Pakistan	Thailand – Mr. Witsarut Chinwipat witsarut.c@caat.or.th India – Mr. D. K Mandal dhusar.dgca@gov.in
16	Asia/Pacific Regional Guidance on Aerodrome Operations Personnel Competency Requirement Framework	Version 1.0 – December 2020	Bangladesh, Cambodia, China, Macao, China (Lead), Maldives, Myanmar, Singapore, ACI (Lead)	Mr. Pedro Cavem (Yangon International Aerodrome, Myanmar) Email: Pedro.Cavem@yangon.aero ACI – Ms. Badriyah Binti Noordin badriyah@aci-asiapac.aero ; Maldives - Ms. Aminath Shiznee shiznee@caa.gov.mv ;

Attachment B

List of GGMs developed by AP-WHM/WG and approved by AOP/SG with details of the custodians

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for coordination for future review and updates)
1	Composition of National Wildlife Hazard Management Committee	Sep. 2019	Nepal, Bhutan, Lao PDR	Nepal Mr. Deo Chandra Lal Karna, d_karna@hotmail.com
2	Terms of References of National Wildlife Hazard Management Committee	Sep. 2019	Nepal, Bhutan, Lao PDR	Nepal Mr. Deo Chandra Lal Karna, d_karna@hotmail.com
3	Asia Pacific Guidance for Evaluation of Aerodrome Wildlife Hazard Management Programme	First Edition, 2 July 2021	WBA, Australia, Bangladesh, India, Thailand and ACI	WBA Ms. Lalita Vaswani lalita@worldbirdstrike.com
4	Asia Pacific Guidance for Establishment of National Procedure for Recording and Reporting Wildlife Strikes to Aircraft	First Edition, 2 July 2021	Philippines, Sri Lanka, Nepal, WBA, IFALPA	WBA Ms. Lalita Vaswani lalita@worldbirdstrike.com
5	Asia Pacific Guidance on Development and Implementation of Airport Wildlife Hazard Management Programme	First Edition, August 2022	Australia, Fiji, India, WBA, AAPA	WBA Ms. Lalita Vaswani lalita@worldbirdstrike.com
6	ICAO Asia Pacific Wildlife Hazard Management Go-Team Methodology	Second Edition, November 2024	Australia, India, Thailand, ACI and WBA	Australia Mr. Ashley McAlpine Ashley.Mcalpine@casa.gov.au

Attachment C

List of GGMs developed by ~~AOPC/SWG~~ AP-ADO/TF and approved by AOP/SG

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for coordination for future review and updates)
1	Asia/Pacific Regional Guidance on Aerodrome Operations Personnel Competency Requirement Framework	Version 1.0 — December 2020	Bangladesh, Cambodia, China, Macao, China (Lead), Maldives, Myanmar, Singapore, ACI	Mr. Pedro Cavem (Yangon International Aerodrome, Myanmar) Email: Pedro.Cavem@yangon.aero
1	Sample APAC Regulations for Water Aerodromes	First Edition (unedited version) — March 2015	Indonesia, Maldives (Lead), Sri Lanka, New Zealand and USA	CAA Maldives Ms. Fathimath Ramiza Email: ramiza@caa.gov.mv
2	Asia Pacific Regional Guidance on Requirements for the Design and Operations of Water Aerodromes for Seaplane Operations	First Edition — January 2019	Indonesia, Maldives (Lead), Sri Lanka, New Zealand and USA	CAA Maldives Ms. Fathimath Ramiza Email: ramiza@caa.gov.mv

Attachment D

List of GGMs developed by WA/SWG and approved by APANPIRG

S. No	APAC Generic Guidance Materials	Edition/Version, Date	States involved in the Development of Generic Guidance Materials	Custodian (Responsible party for coordination for future review and updates)
1	Sample APAC Regulations for Water Aerodromes	First Edition (unedited version) March 2015	Indonesia, Maldives (Lead), Sri Lanka, New Zealand and USA	CAA Maldives Ms. Fathimath Ramiza Email: ramiza@caa.gov.mv
2	Asia Pacific Regional Guidance on Requirements for the Design and Operations of Water Aerodromes for Seaplane Operations	First Edition January 2019	Indonesia, Maldives (Lead), Sri Lanka, New Zealand and USA	CAA Maldives Ms. Fathimath Ramiza Email: ramiza@caa.gov.mv

—END—

AOP/SG WORK PROGRAMME AND TASK LIST
[Updated by AOP/SG/8 9]

The priorities assigned in the list have the following connotation:

High = Tasks of a high priority on which work should be expedited;

Medium = Tasks of medium priority on which work should be under taken as soon as possible but not to the detriment of the High tasks; and

Low = Tasks of medium priority on which work should be undertaken as time and resources permit but not to the detriment of High and Medium priority tasks.

TOR = Terms of Reference of the AOP Sub-Group

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/1 (14 – 16 June 2017):								
AOP/SG/1/1	APANPIRG 18 Conclusion 18/62 APANPIRG 21 Conclusion 21/54	Safety	<u>AOP Air Navigation Deficiencies</u> Assist States to establish action plans with fixed target dates for resolution of safety related deficiencies	High	1) Monitor resolution of AOP air navigation deficiencies <i>Please refer to the Task AOP/SG/2/2</i>	AOP/SG	December 2021	<i>Moved to Task AOP/SG/2/2</i> [COMPLETED]
AOP/SG/1/2	APANPIRG 27 TOR of AOP/SG	Safety, Capacity & Efficiency	Assist in and monitor the implementation of Airport Collaborative Decision Making (A-CDM) at aerodromes used for international operations in APAC Region through APA-CDM/TF.	High	Monitor the status of implementation of A-CDM at aerodromes used for international operations	AOP/SG and APA-CDM/TF	Nov. 2021	AOP/SG/5-WP/05: - Dissolution of the Task Force and remaining works will be taken care by other APANPIRG Contributory body (ATFM/SG) [COMPLETED]

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/1/3	APANPIRG 27	Safety	Develop regional guidelines on aerodrome operations personnel competency (AOPC) requirements through AOPC Working Group	Medium	Develop regional guidance material	AOP/SG and AOPC SWG	May 2019	Refer to AOP/SG/4 WP/08 [COMPLETED]
AOP/SG/1/4	APANPIRG 27/34	Safety	Monitor States provide updated information about airport’s Obstacle Limitation Surface (OLS) in AIP	High	Monitor OLS of airports through AP-ADO/TF	States, AOP/SG	Continuous	Ongoing
					(Please refer to the Task AOP/SG/2/3)			
AOP/SG/2 (27 - 29 June 2018):								
AOP/SG/2/1	APANPIRG/18 Conclusion 18/1 APANPIRG Conclusion 21/2 RAN meeting –Asia/PAC/3, rec 4/6	Safety	Wildlife strike hazard reduction programme	High	Establish Wildlife Hazard Management Working Group (WHM WG)	AOP/SG, ICAO APAC Office	Continuous	Established AP-WHM/WG. [COMPLETED]
						AP-WHM/WG		AOP/SG/6 – WP/07: – Draft Conclusion AP–WHM/WG/4–1: State Action Plan for Establishment and Implementation of WHMP - Generic Template (Appendix D to AOP/SG/6 Report)
								Ongoing

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
								– Developed Asia Pacific Regional Guidance on Development and Implementation of Wildlife Hazard Management Programme (Appendix E to AOP/SG/6 Report) [COMPLETED]
AOP/SG/2/2	Beijing Declaration 2018 APANPIRG APAC ANP, Doc 9673, Volume I		1) Assist States in implementation of ICAO aerodrome certification requirement and resolution of air navigation deficiencies;	High	Establish an Asia/Pacific Aerodrome Assistance Working Group (AP-AA WG) Monitor resolution of AOP air navigation deficiencies	AOP/SG; ICAO APAC Office AP-AA/WG	31 October 2018 Continuous	Established AP-AA/WG. [COMPLETED] Ongoing

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/2/3	TOR of AOP/SG Asia Pacific Air Navigation Plan		(1) Review and monitor provisions of facilities, installations and services at international aerodromes: - visual aids; - rescue and firefighting services and emergency planning; - measurement and reporting by States of the surface condition and unevenness on runway; - preventive maintenance programme; - runway safety programme. (2) Review and monitor the content of the Table AOP I - 1 and, where necessary, after coordination with users and operators, and introduce the respective	High	Establish Asia/Pacific Aerodrome Design and Operation Task Force (AP-ADO/TF) Tasks to be carried out by AP-ADO/TF	AOP/SG; ICAO APAC Office AP-ADO/TF	31 October 2018 Continuous Continuous	Established AP-ADO/TF. [COMPLETED] Ongoing Ongoing WP/07 – APAC ANP
AOP/SG/3 (24 - 26 June 2019):								
AOP/SG/3/1	55 th DGCA Action Item 55/42	Safety	Certification of aerodromes used for international operations by 2020 (Beijing Declaration's Commitment)	High	Monitor the progress of certification and report to DGCA through APANPIRG	AOP/SG through AP-AA/WG	Continuous	Ongoing AOP/SG/9-WP/11: - 353 out of 384 certified - 91.93%

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/4 (10 – 13 November 2020):								
AOP/SG/4/1	Draft Conclusion AOP/SG/4-10	Safety	States/Administrations to develop and implement GRF Implementation Action Plan	High	Monitor the GRF Implementation Action Plan developed by States/Administrations	States AOP/SG	Continuous	Ongoing AOP/SG/9 – WP/24: GRF – 18 States published procedures for assessment and reporting runway conditions in AIP

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/4/2	AOP/SG/4 Report on WP/12	Safety	States to arrange necessary resources to recruit, train and retain qualified and experienced technical staff to effectively perform safety oversight of aerodromes to enhance USOAP Effective Implementation score to at least 75% in AGA area by 2024	High	Provide technical assistance to States with limited resources and low AGA EI	States AP-AA/WG	Continuous	Aerodrome Assistance Go-Team Methodology AOP/SG/9-IP/04
AOP/SG/4/3	AOP/SG/4 Report on WP/11	Safety	Assist States in certification of aerodromes used for international operations	High	Provide technical assistance to States with aerodromes yet to be certified through Aerodrome Assistance Go-Team and other appropriate methods as agreed with the States concerned	AP-AA/WG assisted by ACI	By 2025 Continuous	Aerodrome Assistance Go-Team Methodology Ongoing Under ICAO APAC CAT Mission and COSCAP-Programme
AOP/SG/5 (29 June – 2 July 2021):								
AOP/SG/5/1		Safety, Capacity & Efficiency, ENV	Aerodromes Seminar	Medium	Asia/Pacific Aerodromes Seminar (duration 2 – 3 Days) hosted by States/Industries Theme topic of the Seminar to be proposed by the host in consultation with	States/ Industries (Supported by the Secretariat)	December 2022	Organized Aerodrome Seminar on Airport Master Planning on 29 – 30 June 2023 [COMPLETED]

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/6 (27 – 30 June 2022):								
AOP/SG/6/1	Task AP-ADO/TF/3/2	Safety	GRF Seminar	Medium	Organise a GRF Webinar	On behalf of AP-ADO/TF by China (Lead), ACI & ICAO	Q3, 2022	Organized GRF Webinar on 29 Sep. 2022 [COMPLETED]
AOP/SG/7 (3 – 6 July 2023):								
AOP/SG/7/1	Task of AP-ADO/TF/4	Safety	Workshop on Aerodrome Pavement Design and Evaluation including ICAO ACR-PCR Method in Reporting Pavement Strength for Asia and Pacific Regions	High	Organize a Workshop on Aerodrome Pavement Design and Evaluation including ACR-PCR Method in Reporting Pavement Strength for Asia and Pacific Regions	Secretariat with FAA support	Q1, 2024	Three days workshop, tentatively the week of 5-9 February 2024. [COMPLETED]
AOP/SG/7/2	AOP/SG/7-WP/12	Safety	Strength assessment and classification for grass and unpaved runway	Medium	Assign the task to AP-ADO/TF	AP-ADO/TF	2025 2026	Ongoing
AOP/SG/7/3	AOP/SG/7-WP/12	Safety	WP on UAS operations at existing Airports	Medium	Present a WP to share the experiences of Pakistan on UAS operations at existing Airports	Pakistan	AOP/SG/9 AOP/SG/10	

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/8 (15 - 19 July 2024):								
AOP/SG/8/1	Task 5/3 of AP-ADO/TF	Safety	Organize workshops for States and aerodrome operators to share experience in AGA audit area of USOAP CMA especially on alternative means of compliance with AGA related SARPs as advocated for in DGCA/58/DP3/01	High		Pakistan (Lead), Australia, China, India, Secretariat	In conjunction with AOP/SG/9 in July 2025	IP/09 – Maldives IP/12 – Pakistan [COMPLETED]
AOP/SG/9 (30 June - 04 July 2025):								
AOP/SG/9/1	Annex 14, Volume I requirement	Safety	Transition from ACN/PCN to ACR/PCR methodology for determination of aerodrome pavement strength	High	Organize workshop on aerodrome pavement design and evaluation incorporating ACR/PCR	ICAO in collaboration with US FAA	February 2026	
AOP/SG/9/2	CNS SG/29 and SWIM TF/10, ATM/SG?12	Capacity and Efficiency	Contribution to the APAC Common SWIM Aeronautical Information services related to AOP field through the APAC Common SWIM Aeronautical Information Services Ad Hoc Group	High	Participate in APAC Common SWIM Aeronautical Information Services Ad Hoc Group Meetings to contribute for finalization of the APAC Common SWIM Aeronautical Information services related to AOP field	India, Japan, Malaysia, Singapore and Thailand	Commence in August 2025 (Ongoing)	

Task No.	Ref	Associated ICAO Strategic Objective	Task	Priority	Action Proposed	Action by	Target Date	Status
AOP/SG/9/3	AP-AA/WG/7	Safety	Workshop on Civil/Military Cooperation in Aerodrome Operations/Certification	High	1) Sharing States Experience, Guidance Materials 2) Organize Workshop	Australia, India (Lead), Malaysia	2026	
AOP/SG/9/4	AOP/SG/9	Safety	Workshop on RODA		Workshop in Conjunction with AP-AA/WG/8 inviting AD Operators, IATA, Airlines, IFALPA (TBC)	AP-AA/WG and Secretariat	AP-AA/WG/8	

NOTES ON THE AMENDMENT OF ABOVE TABLE TO ENDORSE AS AOP/SG WORK PROGRAMME

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.

new text to replace existing text

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